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R E V I S E D D R A F T

■ Land Use Element of the Master Plan of the City of Newark

Prepared for The Central Planning Board
City of Newark

Mississippi

Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants

October 2001



SHARPE JAMES

MAYOR

NEWARK, NEW JERSEY

07102

October 2001

Dear Friend:

The City of Newark is pleased to make available copies of its "Revised Draft Land Use Element of the Master Plan of the City of Newark." This document represents a major revision and updating of the current Land Use Element in the city's Master Plan, which was last revised in 1990. Since then, the city has been the beneficiary of a great deal of development interest in both the housing and office building sectors. Our Master Plan therefore needs to reflect that. The Land Use Element presents a picture of how we currently use the 24 square miles of land within our borders. It also offers a vision of how we would like to see our land used in the future, consistent with sound planning principles, "smart growth" ideas, the public's input and development initiatives by my Administration.

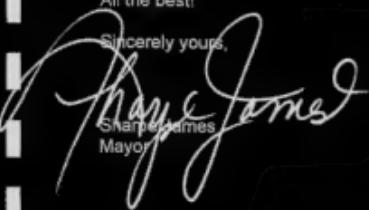
The Revised Draft Land Use Element is a result of several years' worth of work, beginning in 1997 when an extensive block-by-block survey was conducted identifying the land uses of each of Newark's 45,000 lots. In addition, a series of Public Workshops was held to inform and encourage input from the public about various topics covered in the Master Plan. We plan to continue our efforts with public participation in the Master Plan process through a series of Public Meetings that will be held throughout the city in conjunction with the release of this document. We encourage your thoughtful review of this document and welcome your comments at the meetings or in writing to the Newark Central Planning Board at City Hall.

Please keep in mind that while the Land Use Element is just one section of the city's overall Master Plan, it forms the basis for revising all the other Elements of the Master Plan, as well as the city's Zoning Ordinance. Other Elements in the Master Plan to be revised in the future include: Community Facilities, Recreation and Open Space, Circulation (Transportation), Economic Development, Housing, Utility Service Plan, Historic Preservation and the Recycling/Resource Recovery Plan. Your input is important. We will be calling upon our residents, neighborhood and faith-based organizations, academic and business communities and other levels of government to participate in revising these other Elements of the Master Plan within the coming months.

It is anticipated that the goals, objectives and policies underlying the Future Land Use Plan in the Land Use Element will form the basis around which development decisions will be made within the City of Newark for the next five to ten years. Your input, opinions and suggestions will be vitally important in helping us define what those goals, objectives and policies should be.

All the best!

Sincerely yours,


James Sharpe
Mayor

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EXECUTIVE SUMMARY OF THE LAND USE ELEMENT OF THE MASTER PLAN

Introduction

Newark is adopting a new Land Use Element to its Master Plan at a time of unprecedented change and opportunity. New residential and commercial developments are restoring the City's population, employment and tax base. Revitalization efforts are making a positive difference in Newark's neighborhoods. Existing and proposed entertainment, cultural, sports and park developments are restoring Newark's role as a regional destination for people's leisure time and dollars. Yet, all this new development has had to occur without a comprehensive framework guiding the City's land use. This document provides that framework.

Purpose and Scope

The Land Use Element is the only element mandated by the State's Municipal Land Use law to appear in a Master Plan. While the other elements of Newark's Master Plan—including circulation (transportation), open space (parks), and community facilities (schools)—are also in need of updating, the Land Use Element is being completed in advance of these other elements.

The most important purpose of the Land Use Element is to provide the policy context for the City's zoning ordinance, which regulates the allowable types of uses, as well as their size and configuration, for every piece of property in the City. The City's zoning, decades out of date, is in the process of being comprehensively overhauled, and will be circulated and subjected to review similar to the Land Use Element, following the adoption of this plan.

While the Land Use Element is ultimately about the long term physical development of the City, this plan recognizes that there are many other issues facing Newark, ranging from schools, to parks, to housing. This plan has been specifically crafted so that the City has both the framework and flexibility necessary to address these and other issues. It is fully intended that updates to the other Master Plan elements, as well as more detailed, neighborhood-level planning, will be undertaken in the wake of this plan. Accordingly, it is expected that this plan will not remain static, but will be updated and amended as a result of these future planning efforts.

Planning Process and Context

Because of the long time that has passed since the last comprehensive update of Newark's land use policies and codes, extensive data collection and outreach was necessary to craft this Land Use Plan. The first step was a detailed, lot-by-lot inventory of uses for every tax parcel in the City. Interviews and meetings were then held with a full range of City stakeholders. A Master Plan Task Force was convened to guide the development of the plan. Further, monthly public meetings were held over the course of a year to solicit input on the Land Use Element and other elements of the Master Plan Reexamination.

The level of detail and time involved in crafting the Land Use Element has been warranted because of the pressing need to completely overhaul Newark's Zoning Ordinance. Over the decades, as the City's development patterns underwent dramatic transformations, the zoning map has stayed static, with the result that it is now substantially at variance with the actual land use patterns in the City. As the City began to undergo revitalization in the 1990s, a significant amount of building occurred absent a comprehensive regulatory and policy framework for development. Because appropriate development was not permitted under the City's code, the practice has been to rely upon either zoning variances or redevelopment area plans, which supersede zoning. While good projects have been built in this manner, there has also been much ad hoc and fragmented decision making, which over the long run could threaten to undermine the benefits of redevelopment.

In addition to the Master Plan, many other planning efforts have been undertaken either Citywide or in discrete areas in the past several years. In order to make sure that the Land Use Element is consistent with these plans, each plan was carefully reviewed for its land use implications. Adjustments were made so that the Land Use Element reflected the land use recommendations contained in these plans, with an emphasis on those plans that are either adopted or reflect official City policy. These include the Newark Land Use, Economic Development, and Transportation Plan; the Comprehensive Economic Development Strategy (CEDS); the Newark Public Schools 5-year Facilities Management Plan and Site Evaluation Study; the Passaic Riverfront Revitalization Study; and the Newark Arena District Redevelopment Area Plan (among others). The Land Use Element also incorporates the scores of Redevelopment Area Plans that have been adopted in Newark since the 1970s.

Finally, Newark's Land Use Element is consistent with the adopted plans of its neighboring municipalities generally, and with the State Development and Redevelopment Plan specifically. With regard to the latter, Newark is a designated Urban Center under the State Plan, making it a preferred

vehicle for accommodating growth and thereby lessening sprawl. It also resides in Planning Area 1, the "Metropolitan Planning Area." Both designations carry with them certain recommendations for how development should be accommodated. The Land Use Element is fully consistent with these recommendations, representing the current thinking with regard to "smart growth" and "sustainable development."

Assumptions, Goals and Policies

The Land Use Element has been based on a comprehensive set of planning assumptions, goals, and policies. These in turn have been crafted based on stakeholder participation, public input, and a review of current and past planning documents.

In terms of general goals, the Land Use Element is intended to update and modernize the City's land use and zoning regulations, and to dramatically reduce the number of existing uses that are nonconforming under zoning. The plan is intended to bring together a myriad of current and past plans, and to provide a framework for both future planning and the provision of community facilities and open space. The plan is to reinforce and capitalize on Newark's existing physical assets, including its historic areas, its waterfront, major new developments, and Newark Airport. Finally, the plan specifically recommends that future development and redevelopment respect and repair the City's street grid, which provides the best means of accommodating both development and transportation needs.

With regard to residential land use, the Plan seeks to provide opportunities for a wide variety of housing types, in keeping with the diverse needs of Newark's neighborhoods, and further to provide decent, safe and affordable housing. Homeownership opportunities are to be encouraged where possible, and appropriate densities are emphasized for both private and publicly subsidized new construction. Since whole communities consist of more than just housing, the plan emphasizes that residential neighborhoods be planned to allow for adequate open space and community facilities.

In terms of commercial uses, the Land Use Element seeks to accommodate both modern retail, which offers convenient off-street parking, and traditional retail, which provides convenient pedestrian and transit access with a community-oriented streetscape. Traditional mixed-use developments with ground floor retail and upper floor offices and apartments are encouraged. Along older commercial corridors where a surfeit of space is the norm, retail is encouraged to concentrate in nodes at major intersections, with the intervening fabric reverting to non-commercial use. Retail is to be sited

so as to provide convenient means for neighborhood residents to satisfy their day-to-day needs. In the downtown, pedestrian-oriented retail development is mandated for the ground floor of buildings, both to increase the mass of downtown retail, as well as to facilitate a lively and active street life.

With regard to industrial uses, the Plan recognizes that flat, heavy industrial areas with the excellent transportation links that Newark provides are in short supply in the region, and that this key competitive advantage of the City should be retained and reinforced. Moreover, modern light industrial and flex space is to be encouraged on certain formerly residential lands with good highway access, and conversely, the conversion of some formerly marginal industrial lands to residential use is contemplated for areas where the housing market is strong. The area around the airport is to be regulated so as to capture within the City high value-added, employment generating airport-related development. The assumption underlying all of these goals is that appropriate industrial development can help provide excellent employment opportunities with good wages for Newark's residents.

The plan makes provision for future neighborhood parks and playgrounds, as well as the rehabilitation and expansion of new and existing schools as mandated by the Abbott decision. Newark's higher education facilities will be given the flexibility to grow and expand, and cultural, entertainment and sports uses are to be concentrated around the two nodes anchored by the New Jersey Performing Arts Center and Symphony Hall.

The Plan seeks to strengthen the downtown core as a regional office center, augmented with private market retail, cultural and entertainment uses, hotels, and dense residential developments. Vibrancy will be enhanced by a vertical mixing of uses with an emphasis on pedestrian-oriented retail and services on ground floors. Parks and open spaces are also encouraged.

The downtown and neighborhoods are to be linked with a revitalized waterfront, through an extended street grid. New mixed-use development, including office, hotel, residential, park, and entertainment, will be encouraged on the waterfront. Particular emphasis is placed on uses that are water-dependent, or benefit from a waterfront location.

Land Use Plan

The Land Use Plan describes the recommended future land use of Newark in terms of a set of twenty-two land use designations in four categories: Residential, Commercial, Industrial, and Special Purpose. There are also four special overlay districts that add an additional set of regulations to the

underlying land use designations. The Plan consists to two elements: a series of future Land Use Maps showing the location of the land use designations in Newark; and a text description of the purpose and function of each classification. The following is a summary of the text descriptions. The maps can be found in Chapter 5 of the full report.

Residential Land Use

Five separate residential land use designations are provided in the Land Use Plan. The residential designations recognize two concurrent trends: (1) the de-densification of the City's public housing stock through the demolition of high-rise towers and their replacement with low-rise townhouses and apartments; and (2) the increase in density in some formerly single-family neighborhoods, where the trend has been to provide two- to four-family buildings through both conversion of existing houses and new construction. Much of the City has been designated for detached one- to three-family units or attached single- and two-family housing, which corresponds to the predominant forms being built both by the public sector and private developers.

Three districts allow detached and attached housing:

- The R-LD Low-density detached single-family residential designation permits only detached single-family units on lots a minimum of 5,000 square feet in size, and is intended to protect existing single-family enclaves.
- The R-MD Medium density detached single- and two-family residential designation permits two-family houses in addition to single-family, and lowers the allowable lot size for two-family buildings to 3,500 square feet.
- The R-HD permits up to three units per residential building, in either a detached or attached format. The minimum permitted lot size is 3,500 square feet, and the maximum permitted density is one household per 1,750 square feet of lot area.

Two districts permit multifamily apartment development.:

- The R-LM Low-rise multifamily residential designation permits garden apartments of two to three stories, at an allowable density of 25 units to the acre.
- The R-HM High-rise multifamily designation allows mid- to high-rise multifamily housing, with permitted densities of up to 50 units per acre. Height is capped at 20 stories.

Note that all of these designations are cumulative, so that the residential uses allowed in the more restrictive category carry over to the less restrictive category.

Commercial Land Use

Five separate commercial land use designations are provided for in the Land Use Plan. The intent is to reorganize the commercial designations to be more in keeping with not only the distinct characteristics of areas historically developed for retail, but those which are currently being developed. The commercial designations respond to three long-standing trends: (1) the reduction of market support for traditional neighborhood corridors; (2) the desire of retailers to provide convenient on-site parking; and (3) the shift of retailing to the suburbs, allowing Newark residents with cars to access shopping opportunities outside of Newark.

Four of the commercial categories are essentially retail designations that also allow upper floor office and residential uses:

- The C-N Neighborhood commercial designation applies to isolated, small-scale, local convenience-oriented retail clusters.
- The C-C Community commercial designation covers the predominantly convenience-oriented shopping corridors along Newark's major radial arterials emanating from downtown.
- The C-R Regional commercial district is essentially the same, but permits auto-related uses in addition to retail.
- The C-SC Shopping center commercial designation covers specific parcels that have been developed or are proposed to be redeveloped as shopping centers.

In all four of these designations, development intensities are meant to be low, with buildings limited to three stories and parking provided on-street or in surface lots on-site.

- The C-D Downtown commercial designation is an intense, mixed-use district that covers the downtown and its environs. The intent is to create a high-density central urban environment with ground-floor pedestrian-oriented retail stores along the major arterials and street running through downtown. Upper-floor office and residential uses are to be permitted. In addition, cultural, sports and entertainment uses—museums, galleries, performing arts theaters, movie theaters, sports arenas and stadiums, clubs and restaurants—are permitted, and parks and open spaces would be encouraged. Because of the scale and density of development in the downtown, it is anticipated

that the downtown will rely on a combination of parking garages and public transit to provide access, and that most circulation within the downtown will be on foot.

Industrial Land Use

Three separate land use designations are provided for the in the Land Use Plan, accommodating light, medium, and heavy industrial uses. Like the residential designations, these designations are cumulative, with the allowed uses in the more restrictive designations also permitted in the less restrictive designations.

- The I-L Light Industrial designation is the most restrictive, primarily allowing office, research, warehousing, flex space, storage, and also non-nuisance light fabrication and assembly uses. These uses would not harm adjacent residential or commercial areas, and would provide opportunities for new employment in many areas of Newark.
- The I-M Medium industrial designation is primarily applied to older areas of Newark that have been developed for manufacturing, warehouse and storage uses of a type and nature that in general do not produce smoke, noise, glare, and vibration, and that further do not have outdoor activities that have nuisance-type impacts on adjacent uses.
- The I-H Heavy industrial designation is mapped in those areas of Newark that have been developed with the most intensive and nuisance-producing industrial uses. Most of these industries have thrived in Newark because they have excellent road, rail and water access, and because they remain free of non-industrial encroachments. The I-H designation is confined to the Newark Airport and Port Newark neighborhood in the East Ward. Since such manufacturing activities are being forced out of other communities in the region, and since they are high-wage, high-ratable uses, they can continue to be an economic asset for Newark.

Special Purpose Designations

Several special purpose designations have been developed to address unique situations in Newark. These include the Passaic Riverfront, special mixed-use areas in neighborhood such as the Iron-bound, and large institutional campuses found in the City. The uniqueness and complexity of these areas requires special treatment that goes beyond traditional zoning districts.

- The S-M Mixed Use designation is applied to those areas of Newark which have developed a mix of uses—residential, retail and light manufacturing—in adjacent buildings, or even in the same

building but on different floors. A single-use designation would, over time, drive out these small scale workshops, fabricators, repair facilities, and stores, doing damage to both the neighborhood character and the City's economy.

- The S-GEM Government, education and medical designation is applied to the large institutional developments and educational campuses. The designation recognizes the campus-like governmental and health-related planned development character of these uses.
- The S-W Waterfront use designation is applied to that portion of the Passaic River waterfront that the City intends to redevelop as a mixed-use environment, and therefore encourages residential, retail, entertainment and open space and office uses with a particular emphasis and orientation to the waterfront and waterfront activities.
- The S-P Parks and open space district is applied to all of the City and County parklands and open spaces in Newark, ranging from single small parcels in the midst of residential areas to the large regional parks such as Weequahic and Branch Brook Parks.
- The S-C Cemeteries designation is applied to all existing cemeteries in Newark in recognition of their existence and unlikely transformation to other uses.

Overlay Designations

Four overlay land use designations are provided in the Land Use Plan, to acknowledge the need for additional land use regulations in certain areas of the City, over and above those provided by the underlying land use designations. Land within the overlay designation would have to adhere to the regulations of both the underlying designation, as well as the overlay designation.

- The O-H Historic overlay designation encompasses all of the historic districts and historically designated buildings in Newark. Development in these districts would have to adhere to the regulations associated with the historic designation, in addition to the underlying zoning rules.
- The O-E Entertainment overlay covers an area encompassing much of the downtown, and allows establishments holding liquor licenses to be located within less than 1,000 feet of one another, facilitating the development of nighttime restaurant and entertainment districts.
- The O-AS Airport safety overlay is mapped below the flight paths of planes using Newark Airport, placing additional restrictions on uses permitted with the overlay designation, including uses that are susceptible to the noise and hazards of overhead flights, and those that have the potential to interfere with flight paths, such as cell towers, where restrictions on height are also imposed.

- The O-C Coastal overlay occupies a 100-foot band along the entire Passaic Riverfront and Newark Bay, in accordance with the New Jersey Department of Environmental Protection's regulations prohibiting non-water dependent uses in these areas.

1.0 INTRODUCTION

1.1 INTRODUCTION TO NEWARK'S LAND USE ELEMENT OF THE MASTER PLAN

1.1.1 Purpose and Contents of a Master Plan

The Master Plan is a comprehensive guide for future growth and development of a community. In New Jersey, under the State's Municipal Land Use Law, the Master Plan must include a statement of objectives, a land use plan element, and may include other elements such as a housing plan or circulation plan, utility service plan, a recreation plan, a conservation plan, an economic plan, a historic preservation plan, a recycling plan and other plan elements to meet the community needs.

1.1.2 The Purpose of the Land Use Element

The Land Use Element of the Master Plan for the City of Newark is the most important and central element of the City's Master Plan, one which sets the framework for and incorporates the land use implications for all of the other elements of the Master Plan. It is also the basis upon which the City's zoning ordinance and other land use regulations must be based. In Newark's case, a full revision to the Master Plan—last prepared in 1990 and reexamined in 1999—is to be prepared in the near future. However, the Land Use Element is being prepared first, for a number of reasons.

First, under New Jersey law, it is the one mandatory element of the master plan.

Second, a community's zoning ordinance must be consistent with its master plan. Since Newark intends to comprehensively amend its zoning in the very near future, the land use element of the master plan must be prepared as a basis upon which the new zoning can be adopted.

Third, both the master plan and zoning ordinance of Newark are very much outdated. The last inventory of land uses was undertaken in Newark in the 1950s; the last comprehensive revision of the zoning predates the inventory. To undertake a fully comprehensive revision of the zoning ordinance and to bring it in line with modern techniques of land use control and to address all of the land use regulatory issues in one step is a monumental task. To accomplish this in the most cost-efficient and expeditious manner, the first step is to provide a land use element which serves as a citywide framework for more detailed neighborhood-level planning efforts, and for undertaking the other elements of the master plan in a coordinated and comprehensive manner. Completing the Land Use Element first

and amending the zoning ordinance now will allow the land use regulations of the City to be significantly updated to guide decisions on current development rather than leaving the older existing zoning in place until the entire master plan is completed.

Fourth, because Newark's zoning has been outdated for some time, in the last three decades most development projects in the City were undertaken through Redevelopment Plans or by variances, i.e., by circumventing the zoning ordinance. Development decisions had to be made on an individual, ad hoc basis without proper consideration as to how such projects would affect the City as a whole, and without determining the interrelationship between one development and another. The continued absence of an updated zoning ordinance at a time when Newark is experiencing a development boom could lead to irreversible and harmful land use decisions that must be addressed without delay.

Fifth, while the other elements of the master plan have not yet been fully prepared, this Land Use Element is cognizant of the issues related to them, and reflects and incorporates such considerations into the Land Use Plan. This includes such issues as planning for and providing for schools, parks and other community facilities; promoting economic development; providing for recreation, conservation and historic preservation; and for providing adequate circulation and utility infrastructure. While more detailed planning at the neighborhood level is warranted to fully plan and provide for the needs of the community in the future, these elements cannot be completed without a revised Land Use Element and updated Zoning Ordinance.

1.1.3 Preparation of the Land Use Element

The preparation of the Land Use Element commenced with a detailed inventory of all land uses in the City on a lot-by-lot and block-by-block basis. Population, employment and housing trends and changes going back to 1960 were analyzed. The history of Newark, and the effect of such history on the City's built form, was analyzed. Meetings, interviews and focus groups with staff, community leaders, developers and other City stakeholders were then held to discuss issues and opportunities related to new development and redevelopment in Newark, and to formulate goals and a direction for change in Newark's master plan and land use regulations. A master plan task force was convened, representing a broad range of interests, to help guide the City's master plan reexamination, and to specifically provide feedback and direction on the Land Use Plan. A series of monthly meetings, held over a period of one year, were convened to elicit public input on the Land Use Element and other elements of the master plan reexamination. More recently, major studies and policy initiatives which have implications for Newark's future, particularly with respect to land use development, were ana-

lyzed, along with recent trends in development. All of these studies and input were channeled into drafting, amending and refining the Land Use Plan for the City of Newark, culminating in this revised draft Land Use Element.

1.1.4 Next Steps

Following review and community input on the revised draft of the Land Use Element, the draft will be amended to reflect the public input and be forwarded to the Central Planning Board for hearing and adoption. Shortly thereafter a comprehensive, updated Zoning Ordinance, which is in the process of being revised and which is based upon the Land Use Element, will be submitted for public comment, amendment and adoption by the City Council.

1.2 LOCATION AND NATURAL CONDITIONS

1.2.1 Location

The City of Newark is located in the northeastern segment of the State of New Jersey, 5 miles west of New York City and east of the Watchung Mountains.

1.2.2 Topography

The topography of Newark begins near sea level in the east and rises to an elevation of more than 230 feet at the western edge of the city. Much of the City's eastern side has a ground elevation of from 5 to 20 feet.

Two ridges run southerly through Newark paralleling the Passaic River. These two ridges are more pronounced in the mid-northern and mid-southern sections of the city. Moving westerly from the Passaic River, the first ridge is formed by an increase in elevation from 20 to 50 feet. The terrain then rises moderately to 80 feet, where the second ridge rises to 120 feet. A high point of more than 160 feet is reached in the west Newark section and then slopes gently away to the city boundary on the north and west and to an elevation of 120 feet to the south near the center of Newark.

In the southern section of the city, a ridge rises from an elevation of 30 feet to an elevation of 80 feet.

An elevation of approximately 230 feet is reached near the western edge of the city. From this high point the topography slopes gently downward to the north, south and west, rising again to 220 feet in the extreme western portion of the Vailsburg neighborhood.

1.2.3 Soils

There are two types of soils in the Newark area—organic and mineral. Organic soils are the accumulation of the partially decayed remains of plants that grow in shallow water which have gradually built up thick deposits of peat and muck. Mineral soils are formed by the erosion of many types of rock material.

The soils in central and west Newark are composed of moranic till (Wisconsin glacier) made up of clay, silt and sand with gravel, cobbles and boulders. Portions of the central Newark area are underlain at shallow depths by red sandstone and in west Newark by red shale.

In southwest Newark, and in the extreme northern part of Newark, the soils are made up of silty sands, gravels and gravelly sands. Sandstone particles are most prevalent.

The remainder of the area, excluding the low-lying eastern area, is composed of non-residual materials deposited by the Wisconsin glacier. The soils are relatively homogeneous with silty sands, sandy gravels and gravelly sands.

The low-lying eastern areas have soils which are made of decomposed organic matter from two to five feet deep composed of silt and clay. The record left by the clays beneath this area shows that thousands of years ago a glacial Lake Hackensack existed as a freshwater lake over the Meadows. Since that time, the area has been covered by a great marsh, then a forest which was destroyed by the rising sea level only a few hundred years ago.

1.2.4 Drainage and Flooding

The internal drainage characteristics of the soils throughout the Newark area are generally "imperfect." This type of internal drainage is characterized by slow or sluggish water absorption. Only in the Weequahic Park area is internal drainage rated as good to excellent. Drainage near the Passaic River is rated imperfect to good.

Surface drainage throughout the Newark area is generally dependent on surface slope. Because of the "imperfect" absorption qualities of Newark's soil, the amount of surface runoff is considerable, sometimes resulting in temporary flooding in various parts of the City.

1.3 Brief History of Newark

Founded in 1666 by European settlers who arrived on the banks of Passaic River in what is now the Central Business District, Newark has been known as an industrial and trade center for more than two centuries. As early as the first years of the 19th century, Newark had port facilities, establishing a working waterfront that exists to this day. Freight railroads ran through the northern part of the City and around the Ironbound (hence the neighborhood's name), allowing industries to be built away from the waterfront. The older industrial areas near Verona Avenue, west of Branch Brook Park, and around Central Avenue are remnants of this industrial expansion. With industrial expansion came population growth.

In the late 19th Century, Newark annexed the areas known as North Newark and Weequahic. Vailsburg was annexed in 1905, establishing Newark's distinctive silhouette.

The first part of the 20th Century was a period of immense economic and population growth for Newark. From 1900 to 1920, the City's population grew by 68 percent. In 1915, Port Newark was created, and in 1928, Newark Airport was developed, strengthening Newark's status as a center for moving as well as producing goods. The Port and the Airport are still amongst the most significant generators of economic growth in the City. More industries were built or expanded, thanks to improved production methods and a growing labor pool of newly arriving immigrants to the US. At a time when few middle-class residents had cars, downtown Newark became a major shopping center for Essex County residents. Several major companies and utilities established their headquarters in Newark through the mid-part of the century, including Prudential Insurance Company, and Public Service Electric & Gas.

Like many centralized urban areas throughout the US, a decline in population and employment which Newark had already begun to experience in the 1930s accelerated in the years following World War II due to suburbanization. With interstate highways opening Essex and Union Counties to development, many families moved to these growing suburbs. This trend accelerated in the aftermath of the 1967 civil disturbances in the City. Malls and suburban shopping centers outside of Newark drew retail dollars from the Newark's Central Business District. Beginning in the late 1950s, many indus-

ties of longstanding in Newark moved to the southern states and overseas to take advantage of cheaper labor and the absence of trade unions. The population, which peaked at almost 442,000 in 1930 had declined to 275,000 by 1990.

In the 1950s, corporate and legal office development centered in Newark's Central Business District. This was followed in the 1990s with a more widespread renaissance in the industrial and housing sectors, with thousands of units of new housing, a revived downtown with new cultural and entertainment related uses, and new airport-related uses such as hotels, around Newark Airport. By the mid-1990s Newark was experiencing growth in both population and employment, and had begun to reverse the urban decline that had occurred in the City over the previous 60 years.

1.4 THE POPULATION OF NEWARK

1.4.1 Historic and Recent Population Changes

Newark's population growth in the early part of the century followed by a decline in the latter part of the century has followed a classic American urban pattern. With the growth of immigration and burgeoning industrial production up through the Second World War and air travel in the first half of the century, Newark saw steady growth through the 1930s, when its population peaked at 442,000. The City's population remained more or less stable for the next 20 years with only a slight decline in population. However, in the post World War II years, Newark saw a steady decline in population and employment. The building of major highways which linked Newark with the suburbs allowed employees to commute to Newark's downtown and other places of employment. Civil unrest and racial tensions in the 1960s and 1970s accelerated this decline. By 1970, Newark's population had declined to 362,000 residents, a 14% decline over 20 years. Globalization and the availability of inexpensive labor in the southern and western United States and overseas through the 1970s and 1980s led to further declines in industrial employment in Newark. Finally, advances in office automation, and a shift in the US economy (particularly in the northeast US) towards the service as opposed to manufacturing sectors of the economy, and the completion of the US highway Interstate system saw the development of suburban office parks outside of the central cities. With fewer available jobs, residential population continued to decline. By 1990, the City population was down to 275,000 residents, a further decline of 26% over 20 years. This decline slowed through the middle of the decade and by 1996, when this decline finally halted, Newark had a population of 259,000 residents. The population has increased since then, and in 2000 had climbed to 273,000.

In the latter half of the 1990s, the trend of declining population reversed, thanks to a stronger regional and national economy, and various housing and economic initiatives undertaken by the City, community groups and private investors. An increase in employment and shopping opportunities in the City, along with the replacement of deteriorated and substandard housing for a large proportion of the population, as well as the presence of new cultural and entertainment-related facilities began to restore Newark's image as a desirable place to live, work and play. A significant portion of the population growth that has occurred in the recent past is attributable to immigration. According to the Census Bureau, between 1990 and 1995, 6,300 people moved into the City. In contrast, 37,000 of the City's residents had moved out of Newark in the first half of the decade.

Newark's population reached 273,000 by the year 2000, an overall decrease of 1% from the 1990 population. By the year 2010, the City is expected to increase by 13,000 additional persons for a projected population of 285,000. By the year 2020, there are expected to be 300,000 residents in the City. (Table 1 and Figure 1 illustrate Newark's actual and projected population.)

Table 2 provides a breakdown of demographic characteristics and changes between 1980 to 2000. The number of households in Newark in 2000 is very similar to that in 1990; the ratio of male to female is also almost unchanged; the median age has increased slightly from 29 to 31; and the racial makeup has also changed slightly. Fewer whites and African-Americans reside in the City now than in 1990, with a greater percentage of the population being of Hispanic or Asian descent.

The total number of housing units has decreased by over 2,000, but this is probably attributable to the demolition of public housing units which were already vacant and unoccupied, since the number of occupied housing units is almost the same. Other positive housing trends include a higher percentage of home ownership and a decreasing vacancy rate.

1.4.2 Impact of Population Trends on Newark's Built Form

The major population booms and declines that have occurred in Newark's recent and past history have shaped the built landscape of the City. High demands for housing led to multi-story apartment and mixed-use buildings along Springfield Avenue, Clinton Avenue, South Orange Avenue, Bloomfield Avenue, Broadway and Ferry Street, which were served by trolley lines. Detached single- and two-family houses were built on standard lots of 25 or 50 feet wide by 100 feet deep. Because the majority of Newark's population did not own cars prior to World War II, retail uses developed along public transportation corridors, and within walking distance of housing, i.e., along the major

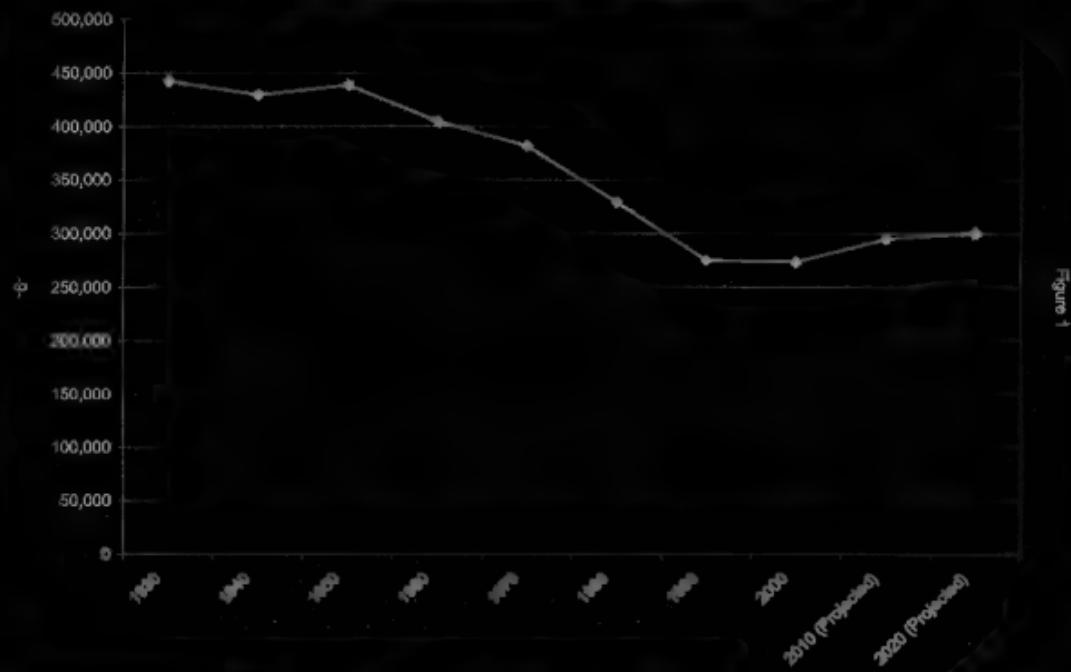
Table I

Historic and Projected Population, 1930 to 2020
City of Newark

Year	Population	Change	%Change
1930	442,337		
1940	429,760	(12,577)	-3%
1950	438,776	9,016	2%
1960	405,220	(33,556)	-8%
1970	381,930	(23,290)	-6%
1980	329,248	(52,682)	-14%
1990	275,221	(54,027)	-16%
1996 (estimate)	268,510	(6,711)	-2%
2000 (projected)	282,119	13,609	5%
2010 (projected)	295,000	12,881	5%
2020 (projected)	300,859	5,859	2%

Sources: New Jersey Office of State Planning
City of Newark
New Jersey Municipal Data Book, 1998

Historic and Projected Population: City of Newark, 1930-2020



Sources:
New Jersey Office of State Planning
City of Newark
U.S. Census Bureau, 2000 Demographic Profile

Table 2
Demographic Characteristics of the City of Newark, 1980-2000

	1980	%	1990	%	2000	%
TOTAL PERSONS	329,210		275,184		273,546	
FAMILIES	78,245		62,661		61,999	
HOUSEHOLDS	110,900		91,533		91,382	
AGE/SEX						
Median Age total	27		29		31	
Male	152,680	46%	131,529	48%	132,701	49%
Female	176,530	54%	143,655	52%	140,845	51%
RACE						
White (non-Hispanic)	74,597	23%	45,230	16%	38,950	14%
Black (non-Hispanic)	188,271	57%	153,686	56%	146,250	53%
American Indian, Asian or Other Race	36,088	11%	35,365	13%	55,199	20%
Hispanic	61,565	19%	71,762	26%	80,622	29%
HOUSING						
Total units	121,374	100%	102,473	100%	100,141	100%
Occupied housing units						
Owner-occupied units	91,552	89%	91,382	91%		
Renter-occupied units	21,136	23%	21,738	24%		
Vacant housing units	70,416	77%	69,544	76%		
	10,921	11%	8,759	9%		

Sources:

New Jersey Office of State Planning
US Census Bureau, 2000 Demographic Profile

arterials traversing Newark's neighborhoods. Such retail areas served residents on foot, or those who utilized the bus and trolley lines rather than those who owned automobiles. Because jobs were concentrated in the Central Business District and in the Down Neck and Port Newark areas, housing in the neighboring communities which served people working in these areas were built at higher densities. Neighborhoods such as Upper Vailsburg and Forest Hill, which contain a higher proportion of single-family detached houses on larger lot sizes, served populations that commuted elsewhere for work and those who were able to afford automobile ownership. The period following World War II in particular Newark saw a decrease in population and housing density.

In the past ten years, many of the high-rise housing complexes which had been built to accommodate families with moderate incomes have been torn down, and others have been slated for demolition. Residents from these housing complexes have been relocated to lower-density infill housing located throughout the City. Both the decline of population concentrations in the neighborhoods through which the traditional retail corridors passed, as well as more widespread automobile ownership, eroded the economic base of the retail corridors. The development of shopping centers and malls, many of which were developed outside of the City's borders has further weakened many of these retail corridors. While scattered retail enclaves remain, in general these retail areas are substantially weaker than they were 30 and 40 years ago.

1.5 EMPLOYMENT IN NEWARK

For most of this century, Newark has been one of the region's most vital centers of manufacturing, air passenger and waterborne cargo handling, and headquarters for the insurance industry. Similar to trends in population, Newark's job base and economic activity peaked in the 1950s, and declined steadily up through the early 1990s. Private sector employment reached an all-time high of roughly 210,000 in 1953, and dropped to almost half that amount by 1991. That year, private sector employment was down to 111,000 (see Table 3). However, employment and economic activity has also seen a slight upswing since the mid-1990s, and now combined private and public sector employment in Newark is almost 135,000.

As late as the mid-1960s, manufacturing was the backbone of Newark's economy, accounting for the largest sector of employment in the City. All the same, it has fallen steadily since the 1960s, and now represents little more than 10 percent of the city's employment base. This trend has followed and at the same time lagged somewhat behind a statewide and regional trend, where manufacturing peaked earlier and declined more quickly than the State and region as a whole. Industrial uses (including

Table 3

**Employment and Businesses by Year for Major Industrial Sectors
1985 through 1992, City of Newark (Part 1 of 2)**

Year	1985		1990		1991		1992	
	Businesses/ Agencies	Employment	Businesses/ Agencies	Employment	Businesses/ Agencies	Employment	Businesses/ Agencies	Employment
<i>Industry</i>								
Private Sector:								
Construction	271	3,325	280	4,048	311	3,564	250	2,900
Manufacturing	685	30,804	580	22,467	588	20,935	582	19,942
Transportation					367	17,645	328	18,666
Communications & Utilities	364	17,787	363	24,300	23	7,214	36	6,748
Wholesale trade	571	7,801	488	6,933	477	6,189	467	5,954
Retail trade	1,295	14,811	1,127	11,572	1,184	11,424	1,110	11,233
Finance, Insurance & Real Estate								
Estate	365	12,894	280	13,120	308	12,353	301	12,679
Services	1,322	29,686	1,300	32,806	1,311	31,404	1,249	32,596
Total	4,876	116,908	4,437	115,245	4,575	110,729	4,303	110,539
Public/Gov't. Sector	--	--	--	--	--	--	--	--

Year	1993		1994		1995		1996	
	Businesses/ Agencies	Employment	Businesses/ Agencies	Employment	Businesses/ Agencies	Employment	Businesses/ Agencies	Employment
<i>Industry</i>								
Private Sector:								
Construction	368	2,207	352	2,262	368	2,360	397	2,358
Manufacturing	583	19,208	570	18,566	525	17,844	502	16,367
Transportation	380	20,100	404	21,812	408	22,477	424	23,286
Communications & Utilities	36	6,354	40	5,847	43	5,710	46	4,802
Wholesale trade	524	5,891	518	5,890	511	6,171	524	5,459
Retail trade	1,339	10,744	1,288	9,373	1,281	9,806	1,291	9,428
Finance, Insurance & Real Estate								
Estate	335	13,519	336	12,979	363	13,421	362	13,117
Services	1,482	32,306	1,477	33,090	1,546	33,164	1,585	33,020
Total	5,067	110,328	4,987	109,580	5,006	110,745	5,131	108,865
Public/Gov't. Sector	--	--	--	--	--	--	--	24,305

Source: New Jersey Department of Labor

Table 3

**Employment and Businesses by Year for Major Industrial Sectors
1985 through 1990, City of Newark (Part 2 of 2)**

Year	1987		1990	
	Businesses/ Agencies	Employment	Businesses/ Agencies	Employment
<i>Industry</i>				
Private Sector:				
Construction	413	2,665	422	2,691
Manufacturing	464	16,521	471	15,720
Transportation	399	22,637	315	24,079
Communications & Utilities	49	4,840	50	4,835
Wholesale Trade	499	6,361	506	6,229
Retail Trade	1,342	9,881	1,336	9,860
Finance, Insurance and Real Estate	367	13,245	367	13,872
Services	1,872	31,352	1,849	32,842
Total	5,225	107,932	5,118	109,918
Public/Govt. Sector		25,291		24,921

warehousing) still play a strong role in Newark's economy. More than a quarter of the city's land area is devoted to industrial uses. The two most important employers and generators of economic activity are Port Newark and Newark Airport, both of which are operated by the Port Authority of New York and New Jersey.

Newark's active non-industrial commercial sector is reflected in the nearly 12 million square feet of office space in the downtown. Newark is the corporate headquarters of the Prudential insurance company, Bell Atlantic, New Jersey Transit, and Public Service Electric and Gas. Employment in Newark's retail sector went into decline at the end of World War II, following the pattern of population loss throughout the City. Over the past decade, however, a number of small neighborhood shopping centers anchored by supermarkets or drug stores have developed in Newark, reflecting a growing demand for retail development in the City. The only economic sector to show significant growth in employment has been transportation, and this is primarily because of the growing demands for passenger and freight handling services in the New York City metropolitan region which has fueled the growth of Newark Airport.

Economic conditions affecting Newark have shaped its land use patterns. For example, the land east of Routes 1 & 9—more than one-fifth of Newark's land area, is devoted almost exclusively to manufacturing, warehouse and transportation-related uses. However, with the decline of manufacturing in the nation and region, many areas that were formerly dedicated to light or medium industrial uses, especially in the Lower Clinton Hill neighborhood, the North Broadway neighborhood and the South Ironbound neighborhood, have either been replaced by other non-employment related uses, become vacant or are underutilized. However, with increased activity at Newark Airport, land adjacent to the Airport and Route 1 & 9 has seen an increasing number of airport-related uses, storage and distribution, warehousing, cargo and freight handling, flight services and hospitality services, such as hotels.

2.0 EXISTING LAND USES

2.1 INTRODUCTION

Aside from population, employment and housing trends in the City, as well as the existing zoning plan and ordinance and the goals and objectives of the community, the major building block of a City's Land Use Plan—its plan to guide future growth and development—is the pattern of existing land uses. A detailed and accurate inventory, undertaken in the field (as opposed to aggregation by tax assessment categories) has not been undertaken in Newark in over five decades, a period during which there were tremendous changes in the City.

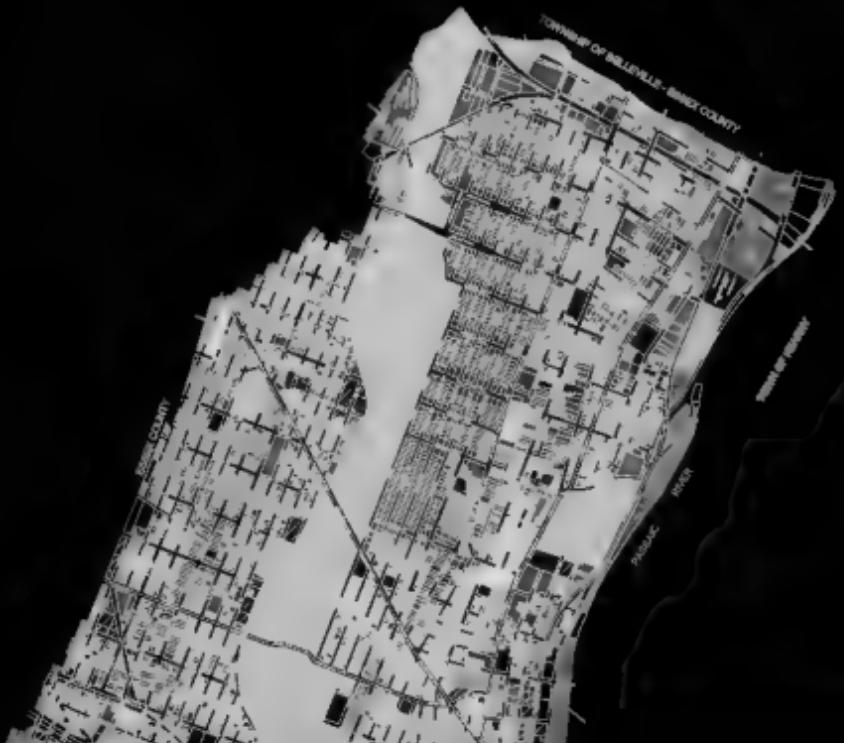
An accurate and detailed analysis of existing land uses is both useful and necessary in determining current trends and projecting them into the future, and in providing the framework for establishing a future Land Use Plan and the regulatory mechanisms required to implement the Plan, the most important of which are the zone plan and zoning ordinance.

Between October 1997 and March 1998, a detailed block-by-block, and to a large degree a parcel-by-parcel survey of land uses throughout the City of Newark was undertaken which yielded a generalized existing land use map of the City. The series of existing land use maps depicted in Figures 6 through 13, representing the entire City of Newark, are for the most part an accurate inventory of land uses in the City. Almost three years has elapsed between the survey and the production of this master plan report, a period in which several significant and many other small changes of land use, demolitions, redevelopments, reoccupancies and the like have occurred. Working with the Department of Economic Development and Housing and the Newark Housing Authority, several of the more significant changes have been considered in preparing this report, but have not been shown on Figures 6 through 13.

For the purposes at hand, establishing a framework for a new land use plan for the City for the next 20 years, and in revising and updating the City's zoning map and zoning regulations, the degree of accuracy is more than sufficient. The Land Use Map for the City of Newark, which is depicted and described in detail in Chapter 5, is the first step in establishing new goals and objectives and policies for the City's land use development, but by itself is neither fully comprehensive nor sufficiently detailed to comprise a full master plan. Whereas an attempt has been made to incorporate social and economic factors, changes in housing, transportation and community facilities in the land use element, other elements of the City's master plan—such as transportation and circulation, economic develop-

Legend

- Single and Two-Family Residential
Small and Mid-Size Multi-Family
- High-Tech Multi-Family
- Hotel
- Office
- Industrial and Warehouse
- Government, Medical and Religious
- Religious and Charitable
- Open Spaces and Recreation
- Parks
- Natural Land
- Forest/Building



Draft
Existing Land Use Map
City of Newark
Master Plan
Essex County, New Jersey



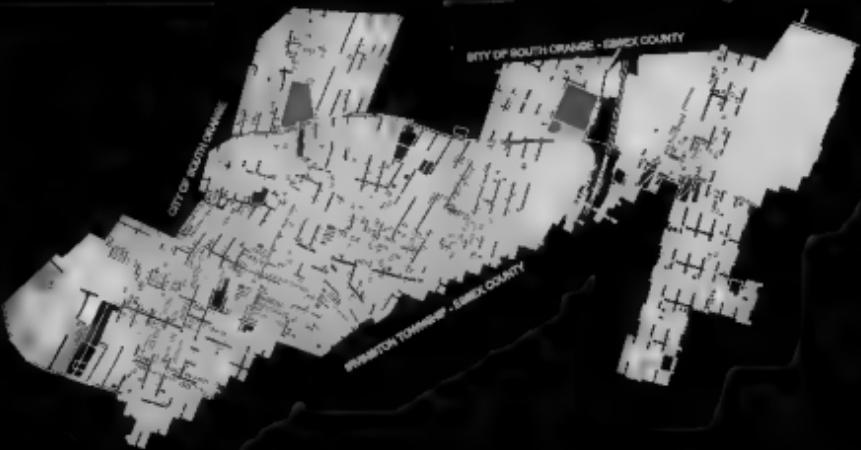
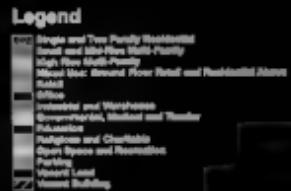
Sheet 1 of 8

Based on 1988 Existing Land Use Map prepared by
Abbas Phillips Prokes & Sheehan, Inc.,
Planning & Real Estate Consultants



SCHOOR DEPALMA
Engineering and Architecture

Date: Oct. 2001



Draft
Existing Land Use Map
City of Newark
Master Plan
 Essex County, New Jersey



Sheet 2 of 8

Scale: 1 mile
1000 feet



Based on 1990 Existing Land Use Map prepared by
 Abaco Planning Projects & Strategic Inc.,
 Planning & Real Estate Consultants

SCHOOR DEPALMA
 Planning, Architecture, Research

Date: Oct. 2001

Legend

- Single and Two Family Residential
- Small and Mid-Size Multi-Family
- High Rise Multi-Family
- Mixed Use: Ground Floor Retail and Residential Above
- Retail
- Office
- Industrial and Warehouse
- Governmental, Medical and Theater
- Institutions
- Religious and Charitable
- Open Space and Recreation
- Parks
- Natural Land
- Waterfront
- Vacant Building



Existing Land Use Map City of Newark Master Plan

Essex County, New Jersey



Sheet 3 of 8

0 1000 feet



Based on 1995 Existing Land Use Map prepared by
Abbas Philips Prates & Shapiro, Inc.,
Planning & Real Estate Consultants



SCHOOR DEPALMA
Engineers and Design Professionals

Date: Oct. 2001

Legend

- Single and Two-Family Residential
- Three and Multi-Family Residential
- Mixed Residential/Multi-Family
- Mixed Use, Ground Floor Retail and Residential Above
- Retail
- Office
- Industrial and Warehouses
- Commercial, Medical and Theater
- Education
- Religious and Charitable
- Open Space and Recreation
- Parking
- Wooded Land
- Vacant Building

Kearny Township, Hudson County

Existing Land Use Map City of Newark Master Plan Essex County, New Jersey



Sheet 4 of 8

1 1000 Feet



Based on 1998 Existing Land Use Map prepared by
Abbas Phillips Press & Shepkin, Inc.,
Planning & Real Estate Consultants



SCHOOR DEPALMA
Engineering and Design Incorporated

Date Oct. 2001



Draft
Existing Land Use Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 5 of 6

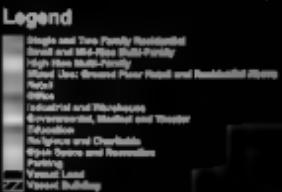
Based on 1990 Existing Land Use Map prepared by
Alden Phillips Public & Strategic, Inc.
Planning & Real Estate Consultants



SCHOOL NEVALMA

Engineering and Design Professionals

Date Oct. 2004



Draft
Existing Land Use Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 6 of 8

Scale: 1 in = 1 mi
1 km = 1.6 km

Based on 1990 Existing Land Use Map prepared by
Naylor Planning Projects & Strategies, Inc.,
Planning & Real Estate Consultants



SCHOOL & DEPALMA
Architects and Engineers

Date: Oct. 2001

Legend

- Single and Two Family Residential
Urban and Mid-Rise Residential
- Light Industrial
- Urban Area: Ground Floor Retail and Residential Above
- Retail
- Other
- Industrial and Warehouses
Manufacturing, Storage and Weather
- Polyvalent
- Religious and Charitable
- Open Space and Recreational
- Parkland
- Water Land
- Rivers and Lakes

CITY OF ELIZABETH - UNION COUNTY

Draft
Existing Land Use Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 7 of 8

Based on 1990 Existing Land Use Map prepared by
Annie Phillips Taylor & Associates, Inc.,
Planning & Real Estate Consultants



SCHOOR DEPALMA

Architects and Design Professionals

Date: Oct. 2001

CITY OF ELIZABETH - UNION COUNTY

Legend

- Single and Two Family Residential
- Small and Mid-Size Multi-Family
- High-Rise Multi-Family
- Commercial Mixed-Use Retail and Residential Areas
- Retail
- Office
- Industrial and Warehouses
- Government, Health and Higher Education
- Religious and Worship
- Arts, Leisure and Recreation
- Parking
- Water Land
- Water Building

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Existing Land Use Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 8 of 9

0 1000 Feet



Based on 1990 Existing Land Use Map prepared by
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Planning & Real Estate Consultants



SCHOOR DEPALMA
Engineers and Surveyors

Date: Oct. 2001

ment, community facilities, open space and conservation, housing, utilities and historic preservation plans will have to be added and more detailed community-based and neighborhood-based planning efforts will have to be undertaken to guide the more localized planning initiatives and efforts. The existing land use maps depicted in Figures 6-13 nevertheless represent an important planning tool and building block for the future.

The existing land use maps in Figures 6 through 13 show fourteen (14) categories of land use within five land use classifications: residential; retail and office; industrial; public and quasi-public; and vacant and parking. A breakdown of the number of parcels in the City in major land use categories in 1980 and 1990 is provided in Tables 4 and 5 and depicted in Figures 2 and 3. A description of the existing land use categories is provided below.

2.2 RESIDENTIAL USES

There are 27,154 parcels devoted to residential uses in the City of Newark. This represents 56 percent of all developed parcels within the City. The total number of parcels devoted to residential land uses when the prior land use element of the master plan was completed in 1980 was 27,070, indicating that there has been an increase in the number of parcels devoted to residential land uses. Significantly, in the prior decade of 1980 to 1990, the City lost 16 percent of its total housing stock.

On the land use maps and in the descriptions below, residential uses are broken into the following categories: detached single- and two-family, townhouse or row house, small apartment residential uses, low- and mid-rise apartments, high-rise apartments, and mixed use—ground floor retail and residential above.

Table 4

Number of Parcels by Major Land Use Category, City of Newark in 1990 and 1996

<u>Land Use</u>	<u>1990 Number of Parcels</u>	<u>Percentage of City Total</u>	<u>1996 Number of Parcels</u>	<u>Percentage of City Total</u>
Vacant Land	4,385	9%	5,366	11%
Residential (non-apartment)	25,816	56%	26,013	54%
Apartment	1,254	3%	1,141	2%
Commercial	4,950	11%	4,850	10%
Industrial	1,186	3%	1,080	2%
Tax-Exempt (public, church and non-profit)	8,688	19%	9,704	20%
Railroad Property	223	<1%	215	<1%
Public Utilities	2	<1%	1	<1%
Total	46,866	100%	48,370	100%

Source: City of Newark Assessor's Office, 1996

Table 5.

Change in Major Land Use Category, City of Newark between 1986 and 1988

	Change by Number	Percentage of Change	Percentage Change of City Total
Vacant Land	981	22%	2%
Residential (non-apartment)	197	1%	(2%)
Apartment	(113)	(9%)	(<1%)
Commercial	(100)	(2%)	(1%)
Industrial	(106)	(9%)	(<1%)
Tax-Exempt (public, church and non-profit)	1,016	12%	(1%)
Railroad Property	(5)	(4%)	(<1%)
Public Utilities	(11)	(50%)	(<1%)
Total	1,846	N/A	N/A

Source: City of Newark Assessor's Office, 1988

Number of Parcels by Major Land Use Category, City of Newark, 1990 and 1998

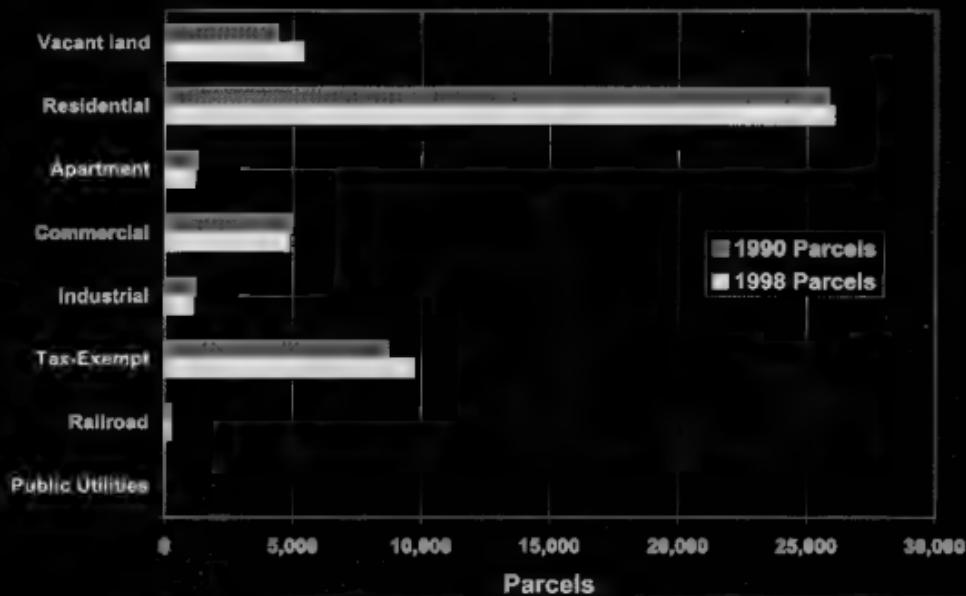
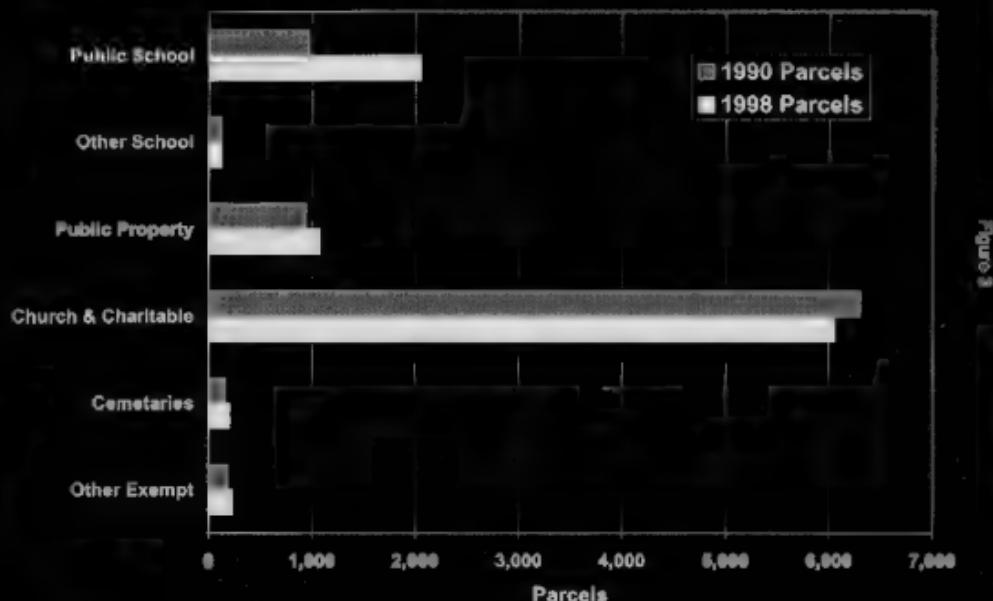


Figure 2

Number of Tax Exempt Parcels by Land Use Category, City of Newark, 1990 and 1998



2.2.1 Detached Single- and Two-Family Residential Uses

In Newark detached single- and two-family residential units are found on lots which range generally from 2,500 square feet to 10,000 square feet in size. However, lots of 5,000 square feet are the most common (see Figures 4 and 5). Densities of development for this housing type range from 4 units per acre up to 10 units per acre.

Unlike its suburban counterparts in New Jersey, Newark has a greater percentage of housing units in attached or multifamily structures. Single-family detached homes constitute a minority of the housing stock in the City. Nevertheless, in the outer reaches of the City—on its northern, western and southern borders—fairly large areas of detached single-family houses are found. In many places detached single-family houses are intermingled with two-family houses, many of which are actually large, older single-family houses which have been internally subdivided and converted into two separate housing units. Since it is not always possible to distinguish detached single-family houses from those which have been internally subdivided into two units from an exterior view, detached two-family uses, semi-detached houses and detached single-family uses are shown on the Existing Land Use Map as a single land use category (see also Figures 6 through 7). Although relatively few in number, some homes were originally designed and built as two-family houses or as semi-detached houses. Some of these remain, although many have been further subdivided (illegally or through variances) into three- or four-family houses. In some cases, these houses are occupied and in relatively good condition while nearby multifamily buildings appear to be vacant or in need of substantial repair. To some extent, R-1 zoning, which permits only detached single-family houses, has prevented the conversion of single-family to two- or more family units. However, other factors such as market forces, home ownership and community pressures against higher-density housing have probably played as large a role in retaining the detached single-family character of those areas of the City where such housing still predominates.

There are three areas of Newark where detached single-family housing is the most prevalent form: in the Forest Hill neighborhood in the North Ward; west of Sandford Avenue in the Upper Vailsburg neighborhood in the West Ward; and west of Weequahic Park in the Weequahic neighborhood in the South Ward. In the past few years, there has been an increase in the development of new single- and two-family houses in the Central Ward, where traditionally multifamily housing of higher densities was prevalent. An example is the Victory Gardens complex on Muhammad Ali Avenue, which contains a variety of housing types, but which includes single- and two-family housing units. The majority of the new single- and two-family housing units in the Central Ward were built with public subsidies or

 Detached
Single-Family House

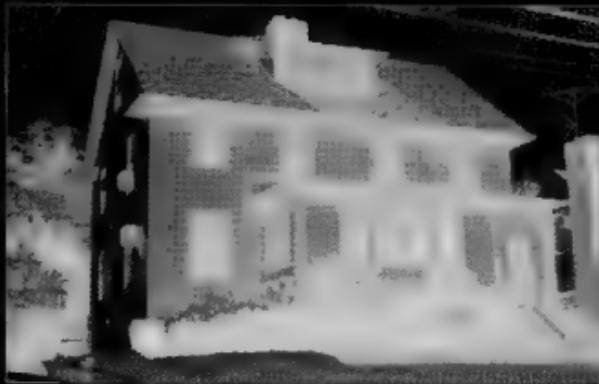


Figure 4: Older detached single-family house on large lot.

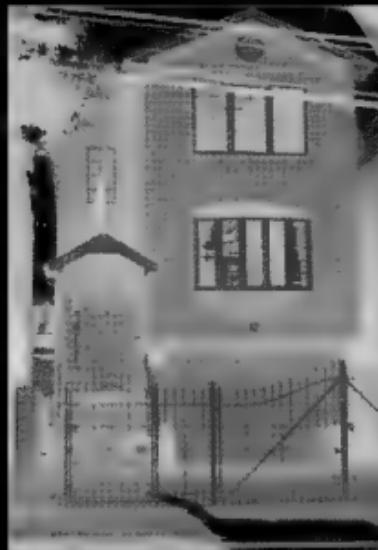


Figure 5: New detached single-family house on narrow lot.

Detached
Two-Family House



Figure 6: Detached two-family house; formerly subdivided into two units from older single-family home.



Figure 7: Detached single-family house; converted from older detached single-family home with interior and exterior modifications.

assistance to make housing affordable. The prevalence of such housing in this complex and in various neighborhoods throughout Newark that traditionally have been developed with higher-density apartment complexes has resulted from a deliberate policy of moving low- and moderate-income families from such higher-density housing to lower-density housing (see Figures 8 & 9).

2.3.2 Townhouse or Row House Residential Uses

There is a small inventory of row house and townhouse uses in Newark—these being defined as attached units wherein the physical separation occurs by means of vertical party walls (as opposed to the stacking of units in the case of apartment buildings). Row houses are typically older attached housing units, located at the streetline (i.e., with no front yard setback) and with no off-street parking provided. Sometimes referred to as "brownstones," examples include the row house development found along James Street in Newark's Historic District or in the Lincoln Park neighborhood (see Figure 10). Townhouses, also sometimes referred to as "attached single-family homes," are residential units of two or more stories in height separated by vertical or "party walls," but located in buildings of between 6 and 10 such units which are set back from the streetline, and from one another, and are typically surrounded by open space, and sometimes parking lots (see Figures 12 and 13). Parking is also sometimes provided in enclosed garages within the building itself, accessed by driveways leading directly from an internal private street system. Townhouses are really a more modern form of row housing.

The prevalence of townhouse units in Newark can be somewhat deceiving. Many buildings which appear to be townhouses are actually apartment buildings, or are intermixed with apartments. Presently this form of housing accounts for only a small proportion of Newark's housing stock, the exact number of which is neither available from the 1990 census or later housing surveys. Despite their small number, townhouses and row houses do add to the variety of housing opportunities in the City, and may well be the choice of housing for redevelopment or new development in areas of Newark zoned for lower- or moderate-density multifamily development. Most townhouses in Newark were built in the late 1970s, 1980s and early 1990s, when this form of multifamily housing surged in popularity throughout New Jersey. The Newark Housing Authority has built or is planning to build townhouses along with 2- and 3-family attached housing throughout Newark to replace demolished high-rise public housing. An example of a townhouse project is a complex located at the intersection of South Orange and Springfield Avenues.



Detached
Two-Family House



Figure 8: New detached two-family house with single enclosed garage.

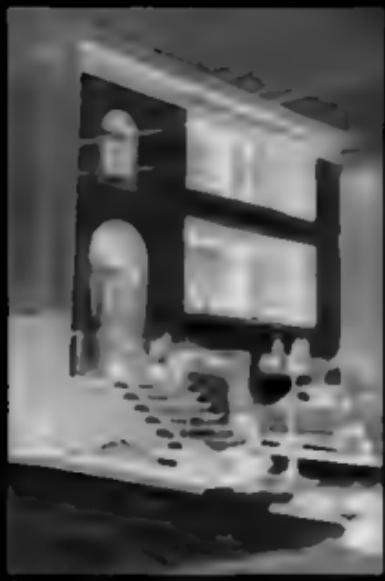


Figure 9: Standard two-family house with arched windows on upper floor.

 Row-House



Figure 10: Older single-family residential unit attached to adjacent single-family units; also called "rowhouses". Note unit has zero setback on the street and no enclosed garages or off-street parking lot.

 Small Multi-Family Residential



Figure 11: Examples of two older small multi-family residential units; the four-story building has four units per floor for a total of 16 units; the three-story building has two units per floor for a total of 6 units. Note buildings are attached, built to the streetline and side-lot line.

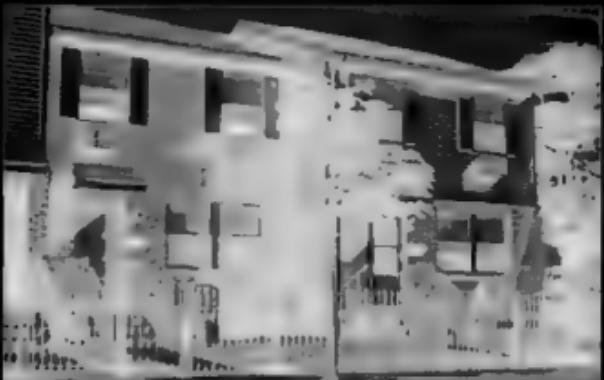


Figure 12: New "attached single-family houses" or townhouse units. Each unit has two floors and is separated from the adjacent unit by a vertical party wall. The townhouses are setback from the sidewalk and parking is provided in an off-street parking lot.



Figure 13: New "attached single-family houses" or townhouse units. One enclosed parking space is provided within each unit and accessed off a private driveway on the lot.

2.2.3 Small Apartment Residential Uses

Small multifamily apartment housing complexes of between 3 and 8 units is perhaps the most predominant housing type in Newark (see Figures 14, 15, 16, 17, 18 and 26). It is especially prevalent in the North and South Ironbound neighborhoods, where triple-deckers of one unit or more per floor in three-story buildings separated from the adjacent building by a narrow side-yard were built in the late 19th and early 20th centuries. There are also many two- and three-story masonry or brick buildings with only two or three floors containing only two apartments per floor. Aside from those housing complexes originally designed and built to accommodate three or more families, there are numerous three- and four-family homes which were originally designed and built as larger attached or detached single- and two-family homes. Such homes are found in the Mount Pleasant/Lower Broadway and North Broadway neighborhoods. The conversion of single- and two-family houses to smaller apartment houses has also taken place in the western portion of the Weequahic neighborhood, and in the Lower Vailsburg neighborhood. The existence of this type of housing is testament to the concept of "filtering," a trend in many larger urban areas of the US where the once larger single- and two-family homes are subdivided into smaller and more affordable components. A significant number of attached two-family homes are also being built in Newark today (see Figure 19).

In general, detached two-family and three-family housing, along with attached housing containing four to eight units, have been at the forefront of Newark's housing renaissance in the recent past (see Figures 8 and 9). New construction in Newark, including both subsidized and market-rate housing, have included significant numbers of such housing types. In 1980, most building permits for new housing were in the form of 5-or-more-family apartments. Ten years later, in 1990, 5-or-more-unit apartment buildings were still the most common form of new construction, but some new one- to four-family housing was being constructed in the City. By 1997, the latest year for which data on housing is available, the amount of planned and built new housing units for one-, two-, three- and four-family houses actually exceeded those in 5-or-more-family apartments by a margin of more than 2 to 1. Moreover, based upon a land use survey and informal interviews with builders and developers in Newark, this trend is likely to continue.

2.2.4 Low-rise and Mid-rise Apartments

A significant amount of the multifamily housing stock in the City of Newark is comprised of low-rise or mid-rise apartment buildings. In Newark there appears to be two forms. The first are multifamily apartment or garden apartment complexes, typically multiple 2- or 3-story brick buildings containing



Detached
Three-Family House



Figure 14: Older original detached three-family house; one residential unit per floor.

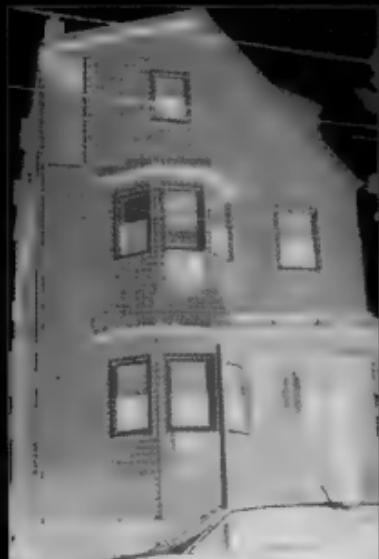


Figure 15: Detached three-family house; converted from older detached single-family house with interior and exterior modifications.

Detached
Three-Family House



Figure 16: New detached three-family house with two-car enclosed garage.



Figure 17: New detached three-family house with single double-car enclosed garage.

Attached Two-Family House



Figure 18: Older attached two-family house. One residential unit is provided per floor. The building is attached to the units next door.



Figure 19: New attached two-family house. Two units per floor on two-floors are attached to a similar unit next door.

stacked apartment units, with pitched roofs, set back from the public street and interspersed with off-street parking and open space (see Figures 20 and 21). The second are single apartment buildings, typically between 3 or 6 stories in height, located at or close to the streetline, and typically comprised of brick or masonry walls with a flat roof (see Figures 11 and 23). They range in size from as few as 10 or 12 units to 100 or more units, and are located on both small and large sites. The latter form of low-rise apartments are found throughout Newark, although a concentration of this form of housing can be found along Shephard Avenue near Beth Israel Hospital, and to some extent on both Elizabeth Avenue and on Sussex Street.

Garden apartments are generally of a more recent vintage and are less common in Newark. While some were built in the immediate post-World War II era, several lower-density apartment complexes were added to the Central Ward in the 1980s to provide affordable housing to serve low- and moderate-income families. Many lower-density apartment complexes were built by non-profit organizations such as New Communities Corporation, and are typically comprised of both two- and three-story-buildings, with each building containing approximately a dozen living units. Each of the units in the complex have their own separate individual entrances, but share common parking areas and open space. Some examples of such housing can be found along Norfolk Avenue and Bergen Avenue beside the Star-Ledger building. In addition to the two predominant forms of low-rise apartments, there has also been a small number of conversions of older vacant warehouse or industrial buildings into residential apartment space, such as along Tiffany Place in the North Ward and in the North and South Ironbound neighborhoods. These conversions have occurred in older, vacated multiple-story loft-type buildings no longer suited to modern industrial production, primarily because of the presence of columns, low ceiling heights, and the need for vertical movement of goods. (Modern industrial spaces are typically 1-story with high ceilings—24 feet high—and with uninterrupted space.) The existence of such vacant buildings in neighborhoods which are of a mixed-use character with other residential and retail uses present, often makes them highly desirable for conversion to residential "loft" apartments. As such, their value for such conversion outweighs their potential re-use for warehouse or industrial space, or their demolition and redevelopment for other non-residential uses. As a result, there has been a slow and consistent turnover of such buildings to residential use, a trend which is likely to accelerate in these mixed-use neighborhoods.

The 1990 census of housing does not provide a breakdown of multifamily housing into the land use categories described above (i.e., townhouses and row houses, small and mid-rise apartments and high-rise apartments). However, it does indicate that complexes containing between 2 and 9 units account for 4,650 parcels in Newark. Moreover, the number of housing units in low- and mid-rise



Low-Rise Apartments



Figure 20: Older three-story garden apartment complex. Several apartments per floor on each of the three floors are provided with a separate entrance. Note low-rise is three stories or below in height.



Figure 21: Newer two-story apartment complex. Several apartments on each of the two floors are provided with a separate entrance.

Mid-Rise Apartments



Figure 22: Older four story, mid-class apartments. Each floor contains several apartments. Note mid-class is four- to six-stories in height.



Figure 23: Four story mid-rise apartments.

apartments was 13,059, or 53 percent of Newark's entire housing stock. Because low-rise apartments can be built relatively inexpensively at moderately high densities and designed in such a way as to avoid the social pitfalls of high-rise housing, they are likely to house a significant number of Newark's new residents in the years to come.

2.2.5 High-Rise Apartment Residential Uses

For the purposes of this analysis, a residential building of 7 stories in height or more is considered to be high-rise. There are predominantly two types of high-rise housing complexes in Newark (see Figures 24 and 25). The first are typically single high-rise buildings built by the private market, and constructed in the 1930s immediately after World War II. The second are the high-rise complexes built with government financing through the Newark Housing Authority, with one, two or even four buildings in a single complex and occupying a large tract. Newark has several high-rise apartment complexes, most of which are concentrated along three major arterial streets or corridors: Elizabeth Avenue in the South Ward, Martin Luther King Jr. Boulevard in the Central Ward, and Mount Prospect Avenue in the North Ward. Some of the towers on these streets rise to as much as 20 stories. Densities are typically at approximately 50 units per acre.

Typically the privately-financed high-rise apartments have parking facilities under or adjacent to them, although many do not provide sufficient spaces to serve the parking demands of their residents or guests. In addition, there are typically a limited number of entrances; most often one for street entry and one or two for entry from the parking facilities. Some of these high-rise buildings have convenience retail stores or service businesses on the ground floor. Private-market high-rise housing has developed along some of the major arterial corridors in the City due to zoning regulations and because of the views they offer. Much of Newark's private market high-rise housing was built in the 1930s and the 1940s, when Newark peaked in population.

The high-rise public housing projects built by the Newark Housing Authority in the 1950s and 1960s were aimed at low-income residents, either to replace substandard and deteriorated housing or as a means of providing new housing to a growing population who were shut out of the private housing market by high housing costs. The most notable of these were the Archbishop Walsh Homes, Hayes Homes, Scudder Homes and Columbus Homes. As in other major cities throughout the US, these high-rise towers proved to be unsuited to the needs of the residents which they served. In the 1980s, the Newark Housing Authority determined many of these projects to be unviable, and working with the Federal government have demolished more than 3,000 units of high-rise housing. Although many of

 High-Rise Apartments



Figure 24: Fourteen story high-rise apartment complex. Note high-rise is seven stories and up.

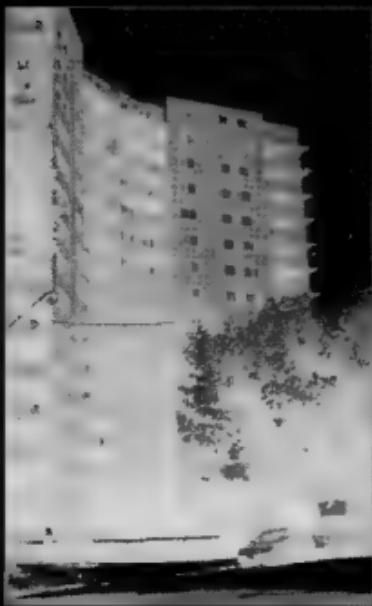


Figure 25: Sixteen story high-rise apartment complex.

these buildings by this time had very low occupancy rates, a great many of the former residents were moved into lower-density attached two- and three-family units and townhouses.

The private market for high-rise apartment buildings built in the 1930s and 1940s in more moderate income areas, such as Mount Prospect Avenue and Elizabeth Avenue, seem to be faring better. While no new private market high-rise development has been built in Newark for three decades, many of the existing high-rises, particularly along Elizabeth Avenue opposite Weequahic Park, were renovated in the 1990s. Insofar as the lower-income housing market is concerned, lower-density apartments and attached housing that better fits into the fabric of existing neighborhoods is continuing to be used as a replacement for high-rise complexes. Infill development on vacant or underutilized sites throughout Newark's residential neighborhoods have afforded the former residents of these high-rise complexes new housing opportunities in the City.

2.2.6 Mixed Uses: Ground-Floor Retail and Residential Above

Mixed-use buildings, as the name implies, are buildings where different uses are found under one roof. Most typically in Newark, this takes the form of a retail ground floor use with the upper floors being devoted to apartments (see Figure 27). Most often mixed-use buildings were designed with this mix intended, i.e., to house both retail stores and apartments, but in some isolated instances in the City, the ground floors of two-story houses originally designed and constructed for residential use only have had their ground floor converted into retail stores or some other commercial use. Other forms of mixed uses are home professional offices, or home-based businesses where a residence (most typically a detached single- or two-family unit) incorporates a suite of professional offices or studio, but where the predominant use, even on the ground floor, is residential. All of these types of uses have been depicted as "mixed use" on the existing land use maps. It should be noted that whereas some of the mid- or high-rise apartment building have office or retail uses on the ground floor, or some office buildings in the downtown do incorporate retail uses on the ground or lower floors, these uses have been classified according to the predominant use: residential in the case of mid- or high-rise residential with retail below, and offices, where retail services are found at the street level with multiple office floors above.

Not surprisingly, most of the mixed-use "ground floor retail with residential above" buildings are located along the older major arterials in Newark, such as Broadway, Bloomfield Avenue, Clinton Avenue, South Orange Avenue, Springfield Avenue and Hawthorne Avenue; others are located in the



Four-Family House

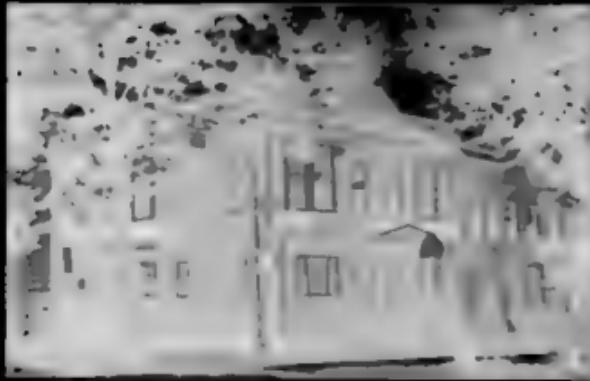


Figure 26: Older original detached four-family house with two residential units per floor.



Mixed-Use



Figure 27: Residential apartments on two floors above retail use on ground floor.

older industrial areas of Newark, such as in the Ironbound neighborhood, the Fairmount neighborhood, and the Central Ward.

2.3 COMMERCIAL USES

Uses which fall into this category are retail and office use. Commercial land uses in Newark account for 4,850 parcels, or 10 percent of all developed parcels in the City. Land devoted to this type of land use when the City last completed its Master Plan (1990) was 4,950 parcels. Therefore there has been a 2 percent decrease in the number of commercial parcels in the City since 1990.

There are five distinct types of retail areas in Newark: neighborhood retail, community retail, regional retail, downtown retail and shopping center retail. Each has its own distinct mix of uses, land use character and form of development. There is also one hybrid retail zone adjacent to Newark Airport which contains airport-related retail uses and warehouse/freight uses. Office uses, in addition to these retail uses, are described below.

2.3.1 Neighborhood Retail Uses

Neighborhood retail uses are typically comprised of a small number of convenience-related retail establishments clustered at the intersection of collector and/or local streets within the lower-density residential areas of Newark. Neighborhood commercial uses primarily provide daily convenience goods and services to customers that live or work in the immediate neighborhood. Typically they are comprised of mom-and-pop stores, laundromats, barber or beauty shops, video stores, and take-out foods such as pizza shop or Chinese take-out restaurants. Most neighborhood retail uses are found in buildings located at the streetline, with no side yard setbacks and with no on-site parking. Customers either visit those establishments on foot from the adjacent residential neighborhood or park in front of the stores on the street if arriving by car. Shopping trips of this type are frequent, but of short duration.

2.3.2 Community Retail Uses

These are retail areas that provide a mix of convenience as well as comparison shopping opportunities. These areas tend to be linear in shape, spread out along several arterial streets which pass through the residential neighborhoods outside of and leading into downtown Newark: Bloomfield Avenue north of Branch Brook Park, Orange Street, South Orange Avenue east of the Garden State

Parkway, Clinton Avenue, Lyons Avenue, Bergen Street, Ferry Street and Pacific Street. Like the neighborhood retail areas, they primarily serve residents and employees from the immediate neighborhood, but by virtue of the large amount of vehicular traffic on the streets on which they front, also capitalize off regional pass-by traffic. These areas also tend to provide a wider array of goods and services than neighborhood retail areas, providing comparison or specialty goods (those which people buy on the basis of price and quality as opposed to convenience). In some areas they are interspersed with other uses—residential both above the stores or adjacent to them or between stores, small professional offices or business service establishments and storefront churches or other civic or non-profit establishments. Retail uses include eating and drinking establishments, take-out food and specialty food stores, electronic and appliance stores, florists, clothing, furniture stores, hair salons, household supplies and drug stores. The size of the retail establishments, and the size and depth of the property they are located on varies, but generally they are on small, shallow lots facing the arterial streets, typically located at the street frontage and with no side yards (i.e., they are attached, forming a solid continuous storefront). Parking for these stores is provided mostly on-street; a few off-street parking lots are interspersed alongside or to the rear of the stores. Some of these retail corridors reflect the ethnic or national characteristics of the populations which live in the immediate neighborhood. For example, Ferry Street contains mostly Portuguese- and Brazilian-oriented stores and restaurants. On lower Bloomfield Avenue, the orientation is toward the Latino population, and along upper Bloomfield Avenue, to the Italian population.

2.3.3 Regional Retail Uses

The regional retail areas share many of the same characteristics as the community retail uses, save one: interspersed with the other convenience and comparison retail uses, and residential and office uses, are automobile-oriented uses: gas stations, repair and service establishments, auto sales, supply and even body shops. Again, these uses are found on Newark's arterial street system, which leads through the outlying residential areas into the downtown: Springfield Avenue, Central Avenue, Bloomfield Avenue south of Branch Brook Park, on Broadway, on McCarter Highway south of the downtown, Frelinghuysen Avenue east of Weequahic Park, and South Orange Avenue west of the Garden State Parkway. Because of their accessibility to regional pass-by traffic, these retail uses serve primarily a regional customer base, and to a lesser degree Newark residents in surrounding neighborhoods. Like the community retail uses, parking is provided mostly on the street and sometimes in off-street lots.

2.3.4 Downtown Retail Uses

What distinguishes the retail uses found in the downtown core of Newark from the other retail districts already described, is the focus on serving the pedestrian customer, the so-called walk-in trade, or those customers who have driven to and parked within the downtown for shopping, eating, entertainment or other business-related functions, the duration of which is longer than a convenience shopping trip. Moreover, these retail uses also encompass stores and services that serve office workers, businesses and contractors from the surrounding area, and visitors to the downtown. Finally, there are major cultural and entertainment uses that provide employment and economic spin-off opportunities that support small businesses in the area. Parking in the downtown is provided both on-street as well as in a series of large municipal parking lots, and large multi-story or below-grade parking structures.

Retail uses in downtown Newark are found mostly along the downtown's busiest vehicular streets, such as along Market and Broad Streets, which has evolved into a regional discount shopping center serving primarily Newark residents. The majority of uses here are discount clothing, electronics, furniture, food, and cultural goods. Downtown Newark has a higher concentration, variety and number of retail establishments than other retail areas of the City described above. Moreover, they are located in a more mixed-use environment with business service uses, cultural and arts-related establishments, banks, office uses, philanthropic and civic oriented establishments and apartments.

Downtown Newark has several distinct areas. The Gateway complex located adjacent to Newark's Penn Station is a self-contained, enclosed mixed-use complex that contains the Hilton Hotel, high-rise offices and retail stores and services—even a United States Post Office, as well as structured parking facilities. The Gateway complex is connected to the Legal Center (a high-rise office complex) across Raymond Boulevard, and to Penn Station by skywalks, making it possible—perhaps even encouraging—workers in these office complexes to conduct all of their business within these buildings without ever having to walk on the streets or having to participate in the life of downtown Newark.

The other major land uses in downtown Newark are comprised primarily of governmental offices and institutions, corporate and business office complexes, parking garages and surface parking lots, cultural and institutional uses.

2.3.5. Shopping Center Retail Uses

A more recent type of retail use has been introduced in various locations throughout Newark: strip centers or shopping centers. Shopping centers are different from other retail uses in Newark by virtue of the physical characteristics rather than their mix of stores or customer base. They are typically comprised of a series of retail stores connected by a common on-site, off-street parking area (typically in front of the stores directly accessible to the street upon which they front). The strip centers are typically comprised of a few stores of equal size attached to one another in linear fashion. Shopping centers on the other hand are distinguished by the presence of at least one "anchor" store, which is typically larger in size and scale than other stores in the center, such as a supermarket or drug store. Strip centers and shopping centers were not part of Newark's original urban streetscape. They typically have been inserted into older retail corridors and retail areas as redevelopments.

There are relatively few strip or shopping centers in Newark, and they tend to be located on the outskirts of the city. The largest shopping center in Newark is the Pathmark shopping center developed by New Community Corporation on South Orange Avenue in the Central Ward. There are several others: two are located in the Ironbound neighborhood, one at the corner of Clove Street and Polk Street, and one at the corner of Ferry Street and Niagara Street; another is located on the western border of Newark on Irvington Street. The smaller strip centers—those collective stores without anchors—are found in various locations along Bloomfield Avenue, Bergen Avenue and Clinton Avenue.

2.3.6 Airport Related Retail Uses

Along the US Highway Route 1 and 9 corridor, west and north of Newark Airport, are several retail establishments that exist to serve airport passengers. These uses include hotels, auto rental facilities and long-term parking. There are 12 hotels located in or around Newark Airport and several more are proposed. Because of the continuing growth of passenger and freight activity at the Airport and Port Newark, there will likely be an increase in the number and type of retail uses within this corridor.

2.3.7 Office Uses

Newark has more than 12 million square feet of office space within its borders, most of which is concentrated in the Central Business District. About 5.6 million square feet is considered Class A office space. There are also several state, federal and city government offices in Newark, most of which are

also located in the downtown or just to the west of the Central Business District. High-rise office buildings were built in Newark as early as the 1920s and 1930s. The largest and most recently built office facilities are located around Newark-Penn Station and along Raymond Boulevard, including the Gateway Complex, the Newark Legal and Communications Center and PSE&G headquarters. Many of the older high-rises were related to the insurance industry and are located along and in the vicinity of Broad Street, especially within the area between Bridge Street and East Kinney Street.

A number of small business and professional offices are scattered throughout the commercial corridors outside of the downtown. Many of these offices are related to the non-profit organizations that provide support and services to the communities in which they are located. In addition, there are also many small medical or professional offices in these areas. With the exception of the headquarters of certain non-profit organizations, such as La Casa de Don Pedro, the Roman Catholic Archdiocese, and United Valleburg Service Organization, the offices that are outside of downtown are located in small buildings or single-family houses that have been converted to offices. These small buildings most often are at the same scale as the residential and retail buildings to which they are adjacent.

2.4 INDUSTRIAL USES

There are 1,060 parcels of land devoted to industrial and warehouse uses in the City of Newark, or 2 percent of the total number of developed parcels in the City. This figure is, however, somewhat misleading since the average sized industrial parcel is so much larger than the average size parcel devoted to residential or retail use. Inclusive of the Newark Airport and Port Newark, it is estimated that one-quarter of Newark's developed land area is devoted to industrial uses. In 1995, the year for which the most recent figures are available, there were nearly 5 million square feet of industrial space in the City of Newark. Despite this significant proportion of land devoted to industrial and warehouse use, and the continuing presence of a sizable amount of floor area utilized for industrial and warehouse use, there has also been a decline in the number of parcels devoted to this use in this past decade. In 1990, 1,185 parcels of land were industrial in nature, meaning a reduction of slightly over 100 parcels in a 5-year period.

The decrease in industrial space follows an even more dramatic 40-year decline in the manufacturing and warehousing sectors. In 1950, for example, nearly 90,000 people were employed in manufacturing jobs. By 1996 this number had fallen to 16,000.

The "industrial and warehouses" category depicted on the existing land use maps includes all manufacturers, major distributors and wholesalers. Within this land use classification there are really three major types of industrial and warehouse land uses. The first one is heavy industrial areas—typically older areas of heavy manufacturing that involve the use of heavy equipment, producing noise, odors, dust, glare, vibration and other off-site impacts. Examples include chemical and paint factories, metal manufacturing and auto salvaging plants. The second are medium industrial areas—which produce lesser impacts and use lighter machinery. The third are light industrial areas—which include both light manufacturing—essentially light assembly or fabrication where no raw materials are processed and where few off-site impacts are generated—and warehousing and wholesaling, storage and distribution. Aside from these 3 primary types of industrial uses are the smaller workshops and studios often found interspersed among the retail and residential uses in Newark's mixed-use areas, such as in the Ironbound neighborhoods. These are often not much larger than neighboring residential buildings, enclosed by concrete walls or fencing, and produce little in the way of noxious odors or noise. A more detailed discussion of these types of uses follows.

2.4.1 Heavy Industrial Uses

The heaviest industrial uses are located along the Passaic River northwards of Chapel Street, to the east of Route 1 & 9, and southward to Newark Airport and Port Newark. An additional area of heavy industry extends south and eastward to the New Jersey Transit railroad tracks and Frelinghuysen Avenue. Among the largest industrial establishments in Newark are the Ironbound Industrial Park on Ferry Street and 601 Doremus Avenue, each with more than 1 million square feet of floor space. Of the 26 largest industrial buildings in Newark, 19 are located in this area. The more intensive utility uses are also located here, such as The Passaic Valley Sewerage Commission sewage treatment plant and the New Jersey Transit Bus repair facility. The entire area is heavily concentrated with industrial establishments; there are a few vacant buildings or land; operations often spill outdoors and into the public street. Space for such uses appears to be at a premium, and disregarding the sometimes unsightly appearance of such activities and a state of disrepair with respect to utilities—street pavement, street lights, curbing, drainage, sidewalks, etc., this area, from an economic viewpoint, appears to be extremely productive.

A lesser concentration of heavy industry is also to be found between McCarter Highway and the Passaic River north of Bridge Street. This industrial area is particularly varied with respect to the use and size of the establishments. Unlike the heavy industrial areas in east Ironbound, however, there

are several vacant and abandoned establishments, and some marginal and underutilized industrial properties.

By far the largest industrial operation is Port Newark/Elizabeth, which is operated by the Port Authority of New York and New Jersey on land leased from the City of Newark and the City of Elizabeth.¹ (For clarity, the portion of the port in Newark will be referred to as Port Newark.) Port Newark handles more than 4,500 ships annually, carrying such goods as automobiles, shipping containers, meats and dry goods, and specialized cargo. Much of this area is paved open land, utilized for outdoor storage of vehicles and containers. Both from a physical standpoint as well as an economic viewpoint, this area appears to be in excellent condition, and thriving. With no additional space for expansion, it is possible that additional, underutilized industrial areas of Newark could be utilized to accommodate overflow demand.

2.4.2 Medium Industrial Uses

Medium industrial uses, as already mentioned, refer to manufacturing activities that fall somewhere between the heavy noxious industrial activities and the light fabrication, processing/assembly and warehousing activities associated with light industries. They are typically not as large as heavy manufacturers, and do not engage in practices that would be considered environmentally hazardous to nearby residents.

Medium industrial uses are mostly located west of US Highway 1 & 9, along Frelinghuysen Avenue, along Verona Avenue in the northern part of Newark, and along McCarter Highway, north of the Central Business District. There are also a number of short stretches of medium industrial corridors along arterial streets in the Central, South and North Wards.

2.4.3 Light Industrial Uses

In Newark this type of industrial use is often located separate and apart from residential and commercial uses; in some cases, however, it is located adjacent to and even sometimes interspersed with residential areas in Newark. This is because prior to the advent of zoning this mix of uses was permitted to occur, and in the current version of Newark's zoning ordinance, residential and retail uses were permitted to be established within light industrial zones (i.e., the First Industrial District, which

¹Note that Newark Airport, because of the primacy of its passenger as opposed to freight handling activity, has been classified as a quasi-public use. See Section 2.5.

survives to this day). Far from creating problems, as might be viewed from the perspective of suburban-oriented single-use zoning districts, many of these mixed use areas have an often dynamic, heterogeneous quality, and provide an attractive living and working environment. As such, this unique or unusual mix of uses is worth preserving, and even encouraging. The suburban concept of "light industry"—low horizontal buildings surrounded by parking lots and open space, and inclusive of warehouse and flex space (warehouse and office use) does not exist to any great degree in Newark outside of the Airport and Port Newark areas. However, it is not inconceivable that more land-intensive light industrial or business parks (the latter which might include office and research facilities) could be established in the City in areas of Newark which may be ripe for redevelopment—areas formerly used for both housing and industry. Given their value of producing high-paying employment and taxables, such uses could be a significant source of economic development in Newark in the future.

3.5 PUBLIC AND QUASI-PUBLIC USES

Public and quasi-public uses include the following designations on the existing land use maps: governmental, medical and entertainment uses, educational uses, charitable and non-profit uses, utilities, and open space and recreation. What distinguishes this group of land uses is the fact that they almost all are owned and/or operated by governmental or other tax-exempt, non-profit organizations for the public good. This land use category includes utilities, the Port Authority of New York and New Jersey, hospitals, entertainment uses (such as the New Jersey Performing Arts Center and the new minor league Newark Bears baseball stadium), schools, museums, libraries, churches, civic and social service centers, and parks and cemeteries. A more detailed description by subcategory is provided below.

2.5.1 Governmental Uses

As the Essex County seat, and a transportation and communications center for most of New Jersey, Newark has a large variety of governmental offices and quasi-governmental uses, such as New Jersey Transit's headquarters. The majority of these offices are located in the Central Business District, although some City agencies and fire and police stations are located in the outlying residential areas which they serve. This category includes utilities because they are quasi-public in nature. They are located in the historically industrial areas east of US Route 1 & 9 and south of the Central Business District (e.g., the Passaic Valley Sewerage Commission Pumping Station).

Another significant quasi-public institution is Newark Airport. One of the largest airports in the country, Newark Airport received more than 22 million passengers in 1996, which exceeds the number of passengers handled at John F. Kennedy Airport and LaGuardia Airport in New York City. The Airport is also a significant handler of air cargo traffic. More than 1 million tons of cargo were shipped by air through Newark Airport in 1995. Cargo handling is expected to grow by 2.5 to 3 percent over the next 10 years.

2.5.2 Major Medical Uses

Newark has six major hospitals and various smaller medical facilities spread out throughout the City. The largest of these is Beth Israel Medical Center in the Weequahic neighborhood of the South Ward. Other major health centers include the University of Medicine and Dentistry of New Jersey, University Hospital and St. Michael's Medical Center in University Heights, St. James Hospital in the Ironbound neighborhood, Columbus Hospital, and Mount Carmel Guild Hospital in the North Ward. Besides their medical functions, these health centers are economic development anchors that attract small-scale service and retail uses, and other medical and professional offices.

2.5.3 Major Educational Uses

Educational uses in Newark range from day care services, public and private elementary, middle and high schools, to the five colleges and universities serving more than 45,000 full-time and part-time students and faculty. The major educational institutions include Essex County College; New Jersey Institute of Technology; Seton Hall University Law School; the Newark campus of Rutgers University, and the University of Medicine and Dentistry of New Jersey (which is also a teaching hospital). All of the major secondary educational facilities in Newark except one, Seton Hall University Law School, are located in the University Heights section of Newark. Because of their number and size, these colleges and universities are a prestigious land use, as well as significant economic generators, providing employment to faculty, administration and staff, and providing educational opportunities to residents in the City. As in other cities in the US where a number of such institutions are clustered in a single location, private research oriented businesses are often attracted to areas adjacent to them.

Public and private elementary, middle and high schools and day care centers are located throughout the City. The existing public schools in Newark are shown in Maps 19 to 26 later in this report. Several day care and private elementary schools are associated with and physically connected to other

uses, most frequently churches. For example, the churches of St. Lucy's and Sacred Heart have adjoining private schools.

2.5.4 Entertainment Uses

Newark has two major performance theaters and two large-scale movie theaters.

The New Jersey Performing Arts Center (NJPAC) opened in 1997 on the fringe of the Central Business District, just east of Military Park. The Center contains two theaters, two restaurants, a banquet hall and a rehearsal facility. NJPAC also has plans to build an additional concert hall on its site. Symphony Hall, located on Broad Street in the Lincoln Park area, was established in 1925 and has a 3,500-seat theater. Given their size and regional orientation, these centers have the potential to attract other arts and entertainment related uses to the downtown, and strengthen those already existing in the City.

Two multi-plex movie theaters (both privately-owned) have been developed in Newark. One is located just off an exit of U.S. Route 1&9 in the heavy industrial Airport and Port Newark neighborhood in the East Ward. The second is located at the corner of Springfield Avenue and Bergen Street. Both have multiple screens and feature first-run movie performances.

Newark currently has two stadiums: Newark City Stadium, an older and smaller stadium located on Bloomfield Avenue in upper Roseville, and Newark Bears Stadium, built to accommodate a new minor league baseball team in the City, located on McCarter Highway between Bridge and Orange Streets. The City is also in the process of completing a redevelopment plan for a new arena for the New Jersey Nets (a National Basketball Association team), north of the City Hall and federal government buildings on Broad Street in the Central Business District.

2.5.5 Civic and Charitable Uses

Charitable and non-profit uses comprise 1,082 parcels in the City (or 2 percent of the overall number). These uses include churches and other places of worship or religious affiliations (except for schools); civic and philanthropic uses, and social service centers and organizations (such as the Young Men's Christian Association). Even for a City of Newark's size and diversity, the proportion of such uses in relation to other uses is high. The benefits and detriments of their presence are obvious: to the extent that they exist, supportive networks of religious and social institutions can provide assistance and sup-

port to persons in need; however, such uses are also tax exempt, and as such can be a drain on the City's fiscal resources.

With the exception of large religious institutions, such as the Cathedral Basilica of the Sacred Heart, most of religious and non-profit uses are in locations where they can serve the immediate or surrounding community. Though there is no clustering or heavy concentration of such uses in a single district, Clinton Avenue does accommodate an unusually large number of churches, compared to other locales in the City.

2.II.II Open Space and Outdoor Recreational Uses

The category of open space and outdoor recreation space includes all formally recognized public parks (which are maintained by City or County agencies), as well as cemeteries, swimming pools, recreation centers, tracts of open space used by residents for recreational purposes (such as community gardens, which are maintained by community groups or non-profit associations), and land intentionally left undeveloped.

Within Newark, there are 795 acres of active parkland. The largest parks in Newark are Branch Brook Park, a county park that encompasses 341 acres in Newark; Weequahic Park, which has 311 acres; West Side Park, which contains 31 acres, and Valeburg Park, which contains 30 acre. The City is developing another park, the Passaic River Waterfront Park and Historic Area (also called Joseph G. Minish Park), located on the Passaic River at the fringe of the Central Business District.

There are 43 additional small parks in Newark, five swimming pools, two ice skating rinks, five recreational centers, and 71 centers and playgrounds operated by the Newark Board of Education. (All parks are shown on Maps 19 to 26 later in this report, and are listed in the Appendix.) Despite the presence of these large and attractive parks in the City, what the City lacks in terms of park space is local neighborhood or pocket parks.

There are 8 cemeteries in the City, some of which are fairly sizable. These include the Cemetery of the Holy Sepulcher, Jewish Cemetery, Hebrew Cemetery, Fairmount Cemetery and Woodland Cemetery in the Central Ward; Mount Pleasant Cemetery in the North Ward; Mount Olive Cemetery in the South Ward and Bessemer Street Cemetery in the East Ward. Most are completely filled.

2.6 PARKING AND VACANT LAND AND BUILDINGS

2.6.1 Parking

This land use classification includes only properties where the sole or principal use is parking, i.e., the parking lot or garage is not on the same property which it served. Public and private parking facilities in Newark, which comprise both paved surface parking lots and structured parking garages, are concentrated in the Central Business District, to serve downtown workers, and in University Heights, to serve students, faculty and visitors to the educational and medical facilities in the area. In the Central Business District alone, there are 19,000 off-street parking spaces. There are additionally public parking facilities located near US Route 1 & 9 to serve as long-term parking for Newark Airport. Isolated and small parking lots are less prevalent but are scattered in various locations throughout the City, mostly along the more active retail corridors (such as along Bloomfield Avenue), or in older areas where apartments or multifamily housing has been built. Parking does not account for a large proportion of the City's developed land, but it is important for two reasons: first, without it many of the office and retail establishments it serves would not be viable; and second, many vacant lots currently used for parking can be considered potential infill development sites, especially those located within or close to the downtown, where land values are high.

2.6.2 Vacant Land and Buildings

There are 5,366 acres of land within Newark classified as vacant. This figure includes only privately-owned vacant land and does not include parks and open space owned by the City or the County. While some of this vacant land is accounted for by numerous very small isolated parcels of land which essentially serve as open space or yard areas or parking for the owners/occupants of the property next door, and thus are unlikely to be developed, this figure is extremely high for a City as old and as densely developed as Newark. Many of the vacant parcels have resulted from deterioration, neglect and abandonment of property during the City's period of decline following World War II, and especially following civil unrest in the late 1960s. In recent years, with the City undergoing a renaissance, demand for vacant development sites has risen. Many of the sites which have been abandoned or where buildings have fallen into disrepair or tax arrears have been cleared and assembled for redevelopment, particularly for attached housing and apartment units.

The exact number of vacant buildings and the acreage they comprise could not be ascertained by the land use survey nor are records or statistics available for this land use category. Throughout Newark,

except for most of the Forest Hill neighborhood, Upper Vailsburg neighborhood, and the Weequahic neighborhood, there are many vacant residential, commercial and industrial buildings. The areas where the greatest concentrations of vacant houses and apartments exist are on the West Side and Lower Clinton Hill. The Newark Housing Authority has targeted these neighborhoods for constructing replacement, infill housing. There are numerous storefronts and commercial spaces on Springfield Avenue and South Orange Avenue which are vacant. In the Central Business District, a significant amount of office space in older 3- and 4-story buildings above retail stores on Market Street between McCarter Highway and University Avenue are vacant, as is some of the upper-floor office space on Broad Street south of Market Street. In the Industrial areas of the City, the highest concentrations of vacant industrial buildings are on Frelinghuysen Avenue and to a lesser extent along McCarter Highway in north Newark.

3.0 NEWARK'S WARDS AND NEIGHBORHOODS

3.1 INTRODUCTION

Newark is comprised of five wards: the north, south, east, west and central ward. Each ward contains approximately 55,000 residents. The primary purpose of this geographical subdivision is political representation: elections of the City Council representatives are based upon these wards. Many Newark residents or employees identify themselves by the ward that they live or work in, and over time wards have been used as a means of land use planning at a more local or community level than the entire City as a single entity. Despite the fact that City residents are more likely to identify themselves and other parts of the City by wards, neighborhood labels and identity prevail and further define communities within each Ward. As the City moves forward to rebuild and redevelop areas which have become significantly depopulated, both Ward identity and a sense of neighborhood—new neighborhoods in particular—will have to be rebuilt or re-established. Moreover, for descriptive and planning purposes, even the five Wards are too large and too varied to be treated as a homogenous or single community. For these reasons, this land use planning document describes the City by both Ward and neighborhood (see Figure 16 for Ward boundaries and Figure 17 for Neighborhood boundaries).²

3.2 THE EAST WARD

The East Ward, geographically the largest in the City of Newark, stretches from Interstate 280 southwards along the Passaic River to the City of Elizabeth border. To the west, it stretches as far as Elizabeth Avenue, Clinton Avenue and Dr. Martin Luther King Jr. Boulevard.

The East Ward contains all of the Central Business District, the Airport and Port Newark, North Ironbound, South Ironbound and Dayton/Weequahic Park neighborhoods, as well as most of South Broad and a small portion of the Lower Clinton Hill and University Heights neighborhoods.

²Note that the ward boundaries were altered after the preparation of the maps and texts in this document and are not reflected in Map 9.

3.2.1 Central Business District Neighborhood

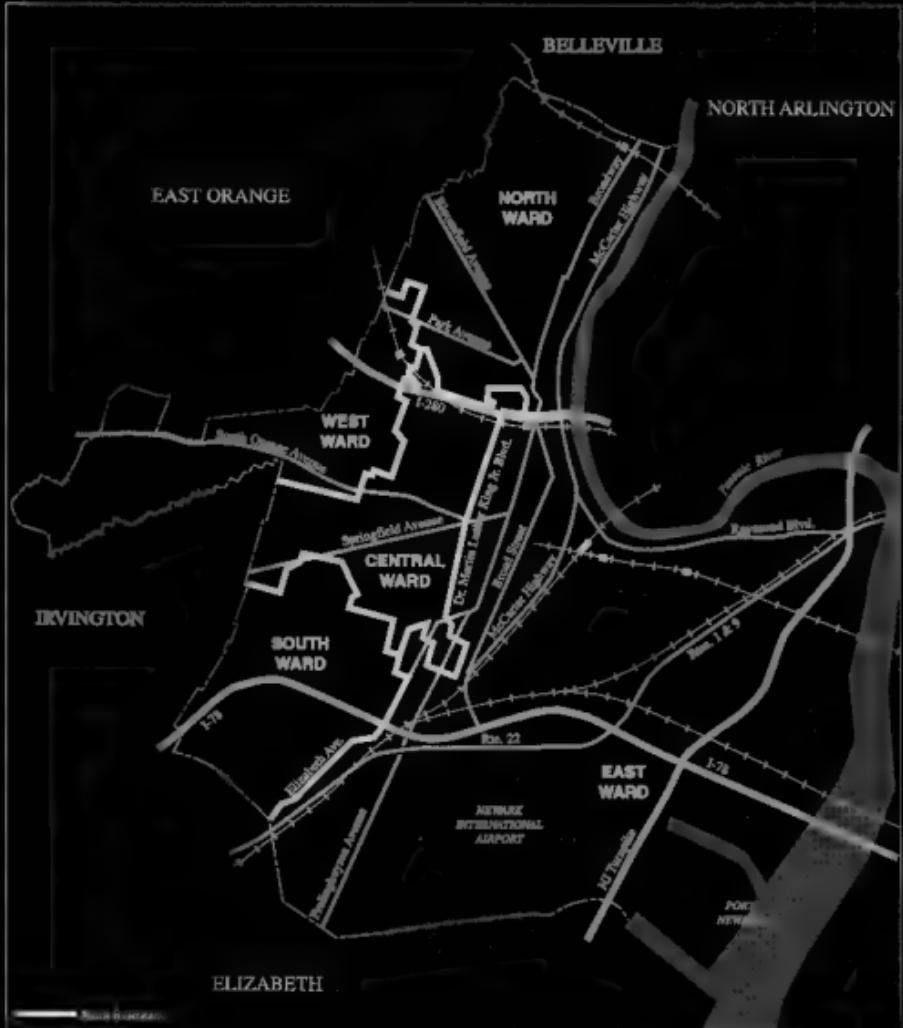
The neighborhood boundaries are Interstate 280 and the Passaic River to the north, Crawford Street, Halsey Street and Chestnut Street to the south, McCarter Highway and the Amtrak/Northeast Corridor rail line to the east and University Avenue to the west (see Map 10).

Excepting the Newark Airport/Port Newark area, the Central Business District comprises fifteen percent of the City's developed land area. It is geographically centered and is the core of the City. Retail uses predominate at the ground-floor level along Broad Street; above the retail stores are predominantly office uses. At the ground-floor level and above, buildings to the east of Broad Street contain offices. Other uses in the downtown include cultural and entertainment uses—the NJPAC, Bears Stadium, and Symphony Hall, two hotels, some parks, and surface and multi-level parking structures.

The City's transformation as a regional office center occurred with the development of the Gateway Center, a large, mixed-use development comprised of office, hotel and retail uses around Penn Station. Additional major office developments in the area followed, including PSE&G headquarters, and the Newark Legal and Communications Center. The downtown now contains over 12 million square feet of office space, the largest single employment center in the state.

Broad and Market Streets are the City's most active retail and regional shopping areas. Few vacancies exist at ground-floor level. There are also several entertainment uses along Halsey Street, which has jazz clubs and small-scale retail establishments, and Center Street, the site of the newly-opened New Jersey Performing Arts Center. The New Jersey Performing Arts Center (NJPAC) has been extremely successful in bringing people to the downtown after business hours. Slightly north of the NJPAC is Newark Bears Stadium, the recently-opened minor league baseball stadium.

Major roadways in the Central Business District include McCarter Highway, a very busy highway carrying a high proportion of regional truck traffic, while Broad Street, Market Street and Raymond Boulevard are busy commuter arterials. All are extremely congested during the morning and evening peak traffic hours. Much of Newark's work force, especially office workers in the downtown, commute by passenger vehicle, and must utilize these local streets to access the downtown from distant highway exits. Parking in the downtown is provided by on-street spaces, surface parking lots, and increasingly through multi-level parking structures.



Map 9: Wards within the City of Newark

City of Newark
Essex County, New Jersey

* Note that the ward boundaries shown in Map 9 were altered after its preparation and are not reflected herein.



Map 10: Neighborhoods within the City of Newark

City of Newark
Essex County, New Jersey



While private vehicular and truck access is sometimes difficult, public transportation makes downtown Newark extremely accessible. New Jersey Transit trains, Amtrak train lines, and Port Authority Trans-Hudson trains (PATH) provide accessibility to north and south New Jersey, New York City and regional centers along the eastern seaboard. New Jersey Transit bus lines provide access to more local destinations and adjoining communities in Essex and Union Counties. Newark's City Subway system connects Penn Station to the northern part of the City, with 11 stops terminating at the Newark/Belleville border.

Newark's downtown is also home to many cultural and institutional uses, including Symphony Hall, the Newark Museum, the Newark Public Library, the Lincoln Park Historical District, the New Jersey Historical Society/Essex Club, Seton Hall Law School, and City Hall.

The Central Business District has several large parks or open spaces, including Military Park, Liberty Park, Washington Park, and open space along the Passaic River.

3.2.2 Newark Airport and Port Newark Neighborhood

The boundaries of this neighborhood are the Passaic River to the north, the City of Elizabeth to the south, the Passaic River and Newark Bay to the east, and Frelinghuysen Avenue and the Conrail rail line tracks (coincident with Route 1&9), St. Charles Street, Lexington Street and Freeman Street to the west (see Map 10).

Newark International Airport, founded in 1928 and operated since 1948 by the Port Authority of New York and New Jersey, is one of the world's busiest airports, handling more passengers than John F. Kennedy and LaGuardia Airports in New York City. Port Newark, a seaport, handles large amounts of freight, arriving by ship from other parts of the US and around the globe. The 11.5 square mile Airport/Seaport also includes large areas devoted to cargo handling, storage and warehousing, as well as industrial plants such as the Anheuser Busch brewery, 14 hotels serving the airport, and other airport-related uses (parking lots, flight services, etc.).

There are several large industrial parcels, some of which are vacant between Frelinghuysen Avenue and the Northeast Corridor rail tracks on the western border of this neighborhood. North of the New Jersey Turnpike/Interstate 78 extension, which connects to the Holland Tunnel, both to the east and west of Route 1&9, are several large heavy industrial establishments, including auto repair, chemical manufacturing, construction and light manufacturing.

The Northern State Prison is also located in this neighborhood, north of the Airport. There is a residential enclave located between Christie Street and Vincent Street in the northwest corner of the neighborhood, including large apartment and single-family and attached multifamily housing. There are few commercial uses in the area. Isolated parcels of vacant land and underutilized industrial tracts are scattered throughout this predominantly industrial neighborhood.

This neighborhood is extremely well served by freight railroad connections and highways. Interstates 280 and 78, the New Jersey Turnpike (I-95), US Route 1&9, and Route 21 all converge at the airport.

2.2.3 North Ironbound Neighborhood

The boundaries of the North Ironbound neighborhood are the Passaic River, Freeman Street, Lexington Street and St. Charles Street to the north, Chestnut Street and Backus Street to the south, that part of McCarter Highway which is coincidental with the Amtrak/Northeast Corridor rail line to the east, and US Route 1&9 to the west (see Map 10).

Historically, the North Ironbound neighborhood was the center of manufacturing, especially in the northern portion, and along US Route 1&9 to the west. Over the past few decades, it has become one of the most densely populated and colorful neighborhoods in Newark. The neighborhood's main commercial thoroughfare is Ferry Street, lined with Spanish, Portuguese and Brazilian supermarkets, grocery stores, restaurants and small retail stores. Other streets in the neighborhood which contain retail stores include Wilson Avenue, the eastern end of Market Street, and portions of Pacific Avenue and Chestnut Street.

Residential areas are comprised of moderate-density small two-and three-family buildings. In many areas of the North Ironbound mixed use predominates, including residential, commercial and small manufacturing establishments. In recent years many of the infill housing units have been built by the private market by small local residential contractors. This has given new life to the neighborhood and has spurred efforts to bring larger residential projects and restoration of parks in the neighborhood, particularly along the waterfront. What is unique about this neighborhood is its true heterogeneous urban form, with both vertical and horizontal mixing of housing, retail uses and small industrial establishments. As such, it is one of Newark's most distinct neighborhoods.

Raymond Boulevard, Market Street and Ferry Street are arterial roads and connectors to US Route 1&9 and the New Jersey Turnpike. New Jersey transit buses traverse the neighborhood, and Penn

Station is within a 15-minute walk of most residential areas. Because of the narrow streets and high degree of building coverage, parking is in short supply in this neighborhood. Major land uses in this neighborhood are St. James Hospital and Independence Park. Raymond Boulevard, which is connected to the Pulaski Skyway and the New Jersey Turnpike, is also a major truck route which traverses the Ironbound from north to south and connects this neighborhood to both downtown Newark and to Jersey City. Small light industrial uses are found intermixed with two- and three-family apartment buildings.

3.2.4 South Ironbound Neighborhood

The boundaries of this triangular-shaped neighborhood are Chestnut Street to the north, the Connell rail line and US Route 1&9 to the south and east, and McCarter Highway/Northeast Corridor rail line to the west (see Map 10). It is characterized by moderately-sized industrial properties to the south, residential uses and a mix of industrial and residential uses to the northwest. The infrastructure in this neighborhood, especially in the industrial sector, is poorly maintained. Housing is comprised predominantly of two- and three-family detached houses, with a scattering of small apartment buildings.

Accessibility to the New Jersey Turnpike and to Interstate 78 and Routes 21 and 1&9, as well as the neighborhood's proximity to Newark Airport, also make this part of the neighborhood particularly attractive to transportation-related industries, such as trucking, warehousing, freight handling, container storage and distribution. However, because of its industrial heritage, this neighborhood is also the location of many contaminated or "brownfield" sites. The legal difficulties and costs of cleaning up these sites are an impediment to their redevelopment.

3.2.5 South Broad Street Neighborhood

The boundaries of this neighborhood are Avon Avenue, Clinton Avenue, Lincoln Park and Chestnut Street to the north, East Peddie Street to the south, McCarter Highway to the east, and Elizabeth Avenue to the west (see Map 10).

The South Broad Street neighborhood is primarily residential to the north, with light industrial uses to the south, and retail uses located along its main corridors.

The residential areas are a mix of single-, two-family and small multifamily residential units. The northeastern part of the neighborhood has a mix of retail and industrial uses, such as auto repair shops, warehousing and shipping facilities. There are large industrial tracts between McCarter Highway and Elizabeth Avenue south of Poinier Street, some on the former which are vacant and/or abandoned. Commercial establishments are located along the McCarter Highway frontage, the northern portions of Frelinghuysen Avenue, Elizabeth Avenue, Broad Street, and Clinton Avenue.

Broad Street, which serves as a principal artery for traffic traveling through the City, passes through this neighborhood. Frelinghuysen Avenue and Elizabeth Avenue are major north-south routes through the City. A high percentage of Frelinghuysen's traffic is truck traffic. Bus service is provided on all of the main streets within this neighborhood. Parking is primarily on-street.

3.2.6 Dayton/Weequahic Park Neighborhood

The boundaries of this neighborhood are East Peddie Street to the north, the municipal boundaries of the City of Elizabeth and Township of Hillside to the south, Frelinghuysen Avenue to the east, and Elizabeth Avenue to the west (see Map 10). Dayton/Weequahic Park is a mixed residential, park and industrial neighborhood. The majority of the neighborhood is comprised of Weequahic Park, a 311-acre, attractive park that contains a lake with large open lawned and wooded areas, as well as soccer fields, a running track and a golf course. Frelinghuysen Avenue, a major north-south thoroughfare through this neighborhood, has heavy industrial and warehouse uses along its western side north of Weequahic Park, and a mix of housing, industrial and retail uses along its south westerly side.

Detached single- to three-family housing on individual lots generally occupy that area located between Dayton Street and Frelinghuysen Avenue. There is also a pocket of detached single-family homes on and around the triangle created by Ross Street, Hanford Street and Evergreen Avenue. A few mid-rise residential buildings and the former site of a high-rise public housing project (now vacant) are also located within this area.

3.3 THE CENTRAL WARD

The Central Ward is somewhat irregularly shaped, but stretches generally from Interstate 280 on the north to Avon Avenue and Central Avenue on the south. It borders the East Ward along Dr. Martin Luther King, Jr. Boulevard. The Central Ward's western borders are generally the City of Irvington in

the south, but further north it runs along South Fifth Street, Bergen Street, and South 3rd and 6th Streets towards the north.

The Central Ward encompasses all of the Springfield/Belmont neighborhood, most of University Heights and West Side neighborhoods, and small portions of the Lower Roseville, South Broad, Fairmount and Lower Clinton Hill neighborhoods.

3.3.1 Springfield/Belmont Neighborhood

The boundaries of this neighborhood are South Orange Avenue to the north, Avon Avenue to the south, Clinton Avenue and University Avenue to the east, and Bergen Street to the west (see Map 10). This neighborhood is comprised primarily of large-scale multifamily residential uses, institutional uses, large blocks of vacant land and parks, but little in the way of retail services. Originally this neighborhood had a large concentration of high-rise public housing buildings. Several of these projects have been demolished, and lower-density replacement housing is now beginning to bring residents back to this area. Despite these efforts, there are still vast stretches of vacant land along Springfield Avenue, a once completely-developed and thriving retail corridor through the neighborhood. Large areas of vacant land are also found in the Irvine Turner Boulevard/West Kinney Street area.

The western section of this neighborhood is very densely populated, with large apartment complexes built by the Newark Housing Authority and the New Community Corporation. New development in the form of townhouse development has been added; the remainder of the neighborhood's housing stock are detached single-family homes, many of which have been converted into multi-unit apartments, and most of which are in need of repair.

Significant numbers of new legal and service business companies have been attracted to that part of the neighborhood bordering the Essex County Courthouse. Aside from Springfield Avenue, retail development is also scattered along the other major thoroughfares in the neighborhood—South Orange Avenue, Dr. Martin Luther King, Jr. Boulevard and Avon Avenue. The demolition and replacement of Scudder Homes, a large high-rise public housing project, with lower-density townhouse and attached residential units has helped to revitalize the area and attract new retail development. The area's proximity to University Heights and downtown Newark has made it attractive for employees and students.

All the main roads carry bus service, and are highly traveled passenger vehicle routes. On-street parking is available on these roads, but does not adequately serve the retail uses. Otherwise parking is available in other areas of the neighborhood. The neighborhood is served by a number of smaller parks, including Douglas Park, Nat Turner Park, Harrison Park, Jesse Lee Allen Park, Hayes Park West, Waverly Park and Hunterdon Street Park.

3.3.2 University Heights Neighborhood

The boundaries of this neighborhood are Orange Street to the north, South Orange Avenue to the south, University Avenue to the east, and Bergen Street to the west (see Map 10). This area is known principally for the colleges and universities along University Avenue and Dr. Martin Luther King, Jr. Boulevards. These are Rutgers University—the Newark campus, New Jersey Institute of Technology (NJIT), Essex County Community College and the University of Medicine and Dentistry of New Jersey (UMDNJ). These institutions are spread out over 320 acres and serve a population of 45,000 full- and part-time students and faculty. The Essex County Hall of Records and Courthouse are also in this neighborhood, in close proximity to the colleges, as is St. Michael's hospital and the NCC Extended Care facility.

University Heights has played a major role in the revitalization of Newark. In the 1980s, a new large-scale privately-built condominium project called Society Hill at University Heights, was built by one of the nation's foremost housing developers, K. Hovnanian. The Hovnanian development is a moderate-density, middle-income townhouse and apartment development, which dominates the residential district between UMDNJ and NJIT. The remaining residential area in the neighborhood is in the northwest corner between Central Avenue and Orange Street. A mix of residential uses are prevalent, and new attached and multifamily infill housing has been added in recent years.

This neighborhood is well served by public transit: the Newark City Subway line has two stops—at Washington Street on the Rutgers campus and Warren Street on the NJIT campus—connecting the area with Penn Station. Bus service is provided along major corridors. Parking for the large influx of students and faculty is problematic despite the availability of on-site parking and in numerous university lots.

3.3.3. West Side Neighborhood

The boundaries of this neighborhood are South Orange Avenue to the north, Rose Terrace and Avon Avenue to the south, Bergen Street to the east, and the City of Irvington to the west (see Map 10).

Of all the neighborhoods in Newark, the West Side has probably experienced the greatest change in land use over the past few decades. Despite this, or perhaps because of opportunities presented by the prevalence of vacant buildings and land, this neighborhood has recently been the focus of new construction. Much of the older housing stock, woodframe single-family homes which were deteriorated or abandoned, have been cleared to make way for new development by the City of Newark, the Housing Authority and non-profit groups such as Corinthian Housing Development Corporation and Habitat for Humanity. Most of this development is small-scale attached infill housing. The largest and perhaps most notable vacancy is that of the former Pabst Blue Ribbon plant, a large multi-story industrial building on South Orange Avenue to the east of the Garden State Parkway.

The West Side neighborhood is centered around Springfield Avenue, an arterial that leads from Newark's downtown to Irvington Township. Springfield Avenue is a wide and now somewhat under-utilized thoroughfare bordered by large stretches of vacant land and empty buildings. Many of the businesses—a large proportion of which are either fast-food, liquor stores, or small groceries—are in poor condition. Moreover, aside from the vacancies on Springfield Avenue itself there are several locations where vacant and underutilized parcels are prevalent behind them, allowing for possible assemblages of land and potential redevelopment opportunities for shopping centers, community facilities or planned residential developments. South Orange Avenue has a greater number of active businesses and fewer vacancies than Springfield Avenue. However, like Springfield Avenue, many are marginal or in poor condition, especially the mixed uses.

The retail corridors of South Orange Avenue, Bergen Street and Avon Avenue are in Newark's Urban Enterprise Zone. The neighborhood is also part of Newark's federally-designated Enterprise Community, which may act as a catalyst for new uses and employment in the area.

Bus service is provided along all main streets and avenues. Parking is provided for predominantly by on-street spaces. In some areas which have retail uses, such as South Orange Avenue, parking spills over into neighboring residential streets. The only major park in the neighborhood is West Side Park.

3.4 THE SOUTH WARD

The South Ward is bound generally by 16th Avenue and Avon Avenue to the north, Elizabeth Avenue to the east, the Union County border to the south, and the Irvington Township border to the west. The ward encompasses all of the Weequahic and Upper Clinton Hill neighborhoods, and most of the Lower Clinton Hill and part of the West Side neighborhood.

3.4.1 Upper Clinton Hill Neighborhood

The boundaries of this neighborhood are Avon Avenue and Rose Terrace to the north, Interstate 78 to the south, Bergen Street to the east, and 21st Street (coincident with the City of Irvington border) to the west (see Map 10). The neighborhood is predominantly residential, interspersed with several home occupations or home professional offices. The major commercial streets are Clinton Avenue and Hawthorne Avenue. Clinton Avenue is included in Newark's Urban Enterprise Zone. The majority of the retail stores found along these avenues are convenience, neighborhood-oriented. A shopping center is located on Chancellor Avenue to the west side of Interstate 78 on the Irvington Township border. The residential areas are mixed; interior streets reveal large, well-maintained single-family houses, while two- and three-family conversions tend to predominate in the areas closer to the commercial streets. In the southern portion of the neighborhood close to Interstate 78 there are several vacant and abandoned properties. Light industrial activity is concentrated in the southeast corner of the neighborhood adjacent to the City of Irvington. The neighborhood contains three small parks, numerous churches and several schools.

3.4.2 Weequahic Neighborhood

The boundaries of this neighborhood are Interstate 78 to the north and west, the City of Elizabeth to the south, and Elizabeth Avenue to the east (see Map 10).

This neighborhood is primarily residential, with some institutional and commercial establishments located on Lyons Avenue and Chancellor Avenue, and retail uses on Bergen Avenue. The housing stock is wide-ranging, from larger, well-maintained single-family homes to mid- and high-rise housing complexes. Mid-rise apartment complexes are prevalent on Chancellor Avenue and Lyons Avenue (below Maple Street), with high-rise apartment complexes on Elizabeth Avenue. The latter have been refurbished in recent years. Pockets of deteriorated housing are located mostly in the Walton Street/ Elizabeth Avenue area.

The retail uses are located along Chancellor Avenue, Lyons Avenue and Bergen Street are smaller convenience-related establishments. Shopping areas at the northern end of the neighborhood are almost non-existent.

This neighborhood has one of the most well-known medical centers and largest employers in the City, the Beth Israel Medical Center, which is a major referral and treatment center for the region and the state.

Bus service is available on all main streets and avenues. Both Interstate 78 and Route 21 are accessible. On- and off-street parking is available in the area. Parks in the neighborhood include Weequahic Park and St. Peters Park.

3.4.3 Lower Clinton Hill Neighborhood

The boundaries of this neighborhood are Avon Avenue to the north, Interstate 78 to the south, Elizabeth Avenue to the east, and Bergen Street to the west (see Map 10).

This neighborhood has the highest concentration of vacant land and vacant buildings in all of Newark. In some cases whole blocks, and in other cases, aside from a clustering of a few older residential units, land has been cleared. More than half of this neighborhood is comprised of vacant land.

The southern section of the neighborhood, below Hawthorne Street, has a higher concentration of housing units, but even in this area underutilized or vacant parcels are prevalent.

The commercial uses in this neighborhood are confined to Avon Avenue and the intersection of Peddie Street and Elizabeth Avenue with a scattering of small convenience-oriented establishments on Clinton Avenue and Bergen Street. The whole neighborhood is within Newark's Urban Enterprise Zone. A number of industrial uses are located in the southeast corner of the neighborhood, along Elizabeth Avenue and on Jeliff Avenue. A few auto repair establishments are located along Hawthorne Avenue, Bergen Street and Penshing Avenue.

New Jersey Transit buses provide service along the neighborhood's main streets. Parking is provided both on-street and in off-street lots. The neighborhood is also accessible to Interstate 78 and Route 21. Parks in the neighborhood include Belmont-Runyan Park and Schleifer Park.

3.5 THE WEST WARD

The West Ward encompasses the Vailsburg peninsula, which stretches westward from the rest of the City at South 20th Street. The Ward extends along the East Orange border to Third and Fourth Avenues in the north. The eastern border starting at the south is South 6th Street, Bergen Street, Third Street, Fourth Street and South 7th Street to the north. Its southern boundary is South 14th Street. The West Ward contains all of Lower and Upper Vailsburg, and parts of Lower Roseville, Fairmount and the West Side neighborhoods.

3.5.1 Upper Vailsburg Neighborhood

The boundaries of this neighborhood are the City of South Orange to the north, the Township of Maplewood to the south, Sandford Road to the east, and the Village of South Orange to the west (see Map 10).

This neighborhood, together with Lower Vailsburg, forms an irregularly-shaped peninsula surrounded by other municipalities on three sides and separated from the rest of Newark by the Garden State Parkway.

This neighborhood contains mostly detached single-family houses, most of which appear to be in good condition. Some of the older areas of the neighborhood have houses which appear to have been built in the mid- to late 19th century. Newark's largest rental complex, Ivy Hill Apartments, is also located in this neighborhood, in the southwest corner adjacent to the Village of South Orange border. The predominant shopping street is South Orange Avenue. Most of the street frontage is occupied by active retail uses. The street is narrow; on-street parking is permitted and the street is a frequently used bus route. As a result, traffic moves very slowly through this area. Other commercial developments are located on Sandford Avenue and Irvington Avenue, along which a shopping center is located. Ivy Hill Park is the largest park in this neighborhood.

3.5.2 Lower Vailsburg Neighborhood

The boundaries of this neighborhood are the City of South Orange to the north, the Township of Irvington to the south, South 20th Street to the west, and Sandford Avenue to the west (see Map 10).

This neighborhood contains mostly detached single-family and two-family residential, except for South Orange Avenue, 18th Avenue and Stuyvesant Avenue, which are retail and mixed-use in character, and a large apartment project on South Orange Avenue north of Vailsburg Park. There is also a mix of single-family houses and conversions of single-family houses into two- or three-family houses along some of the more commercial thoroughfares. There is what appears to be a well-maintained single-family home enclave in this neighborhood north of South Orange Avenue west of Stuyvesant Avenue.

Retail uses in this neighborhood are located on portions of Sandford Avenue, Eighteenth Avenue, Stuyvesant Avenue and along all of South Orange Avenue. The retail establishments on these streets are small and convenience-oriented. Parts of South Orange Avenue are vacant, but generally housing appears to be in fairly good condition.

Like Upper Vailsburg, public transportation is poor, but access to the Garden State Parkway is good. Parking is confined mostly to on-street. The largest park in the neighborhood is Vailsburg Park.

3.8.3. Fairmount Neighborhood

The borders of this neighborhood are Gould Avenue to the north, South Orange Avenue to the south, Bergen Street and First Street to the east, and South 20th Street to the west (see Map 10).

Fairmount is a mixed-use neighborhood. Small industrial establishments, including auto body shops and chemical and plastic companies, are interspersed throughout the area, but with heavier concentrations along the City of East Orange border and north of Central Avenue. The residential uses range from larger detached single-family homes and attached two- and three-family houses to mid-rise apartments.

The area, particularly the northern portion north of Central Avenue, contains a number of vacant and abandoned homes, and those which continue to be occupied are in poor condition. The predominant form of housing is small apartments or single-family houses which have been converted into 3 or 4 multifamily apartment units. Many areas contain a mix of residential, commercial and industrial uses.

The New Community Corporation has been active in bringing both new housing and retail development to the area. The latter includes a neighborhood shopping center anchored by a Pathmark

supermarket. However, some frontage along South Orange Avenue which passes through this neighborhood is bordered by vacant retail and mixed use buildings.

The Central Avenue area has several active industrial users, but vacant buildings are also numerous. Many of the retail uses along Central Avenue are also abandoned, and vacant commercial properties abound. Many former retail stores have been reoccupied as small storefront churches, although most of these have undergone little more than minor repair and refurbishment.

The neighborhood is served by nine bus lines, and the Newark City Subway has a stop at Sussex Avenue. On-street parking predominates in this neighborhood. There are no major parks in this area of the City. This neighborhood also includes the Fairmount Cemetery and the Church of the Holy Sepulcher Cemetery.

8.6.4 Lower Roseville Neighborhood

The boundaries of this neighborhood are Third Avenue to the north, Gould Avenue and Interstate 280 to the south, Branch Brook Park to the east, and North 14th and North 13th Streets (coincident with the border of the City of East Orange) to the west (see Map 10).

This is a mixed-use neighborhood, including detached and attached single- and two-family homes, small retail establishments and light industrial uses. The housing is primarily two- and three-family detached houses, with a scattering of row houses. Orange Street, which is within Newark's Urban Enterprise Zone, and to a lesser extent Roseville Avenue, are the principal shopping streets for the area, containing small convenience-oriented establishments. A cluster of retail uses exists on Park Avenue adjacent to Branch Brook Park. With respect to housing, areas south of 7th Avenue are in poorest condition. Some new housing developments are taking place in the neighborhood. Industrial uses are located adjacent to the City of East Orange border.

The Newark City Subway has two stops in the neighborhood, at Orange Street and at Park Avenue. Bus lines run along all main roads. Parking is provided mostly on-street. The closest highway access is Interstate 280. Parks in the neighborhood aside from Branch Brook Park on its border are Kasberger Field, Thomas Street Park, First Street Park and Washington Plaza.

3.6 THE NORTH WARD

The North Ward is bound generally by the Belleville Township border to the north; the Passaic River to the east; Interstate 280, the old City rail tracks, Park Avenue and Third Avenue to the south; and the City of East Orange, the Township of Bloomfield and the Township of Belleville to the west. It encompasses all of the Forest Hill, Mount Pleasant/Lower Broadway, North Broadway, Upper Roseville and Seventh Avenue neighborhoods.

3.6.1 Forest Hill Neighborhood

The boundaries of this neighborhood are the North River (coincident with the Township of Belleville border) to the north, Bloomfield Avenue to the south, Mt. Prospect, Arlington Avenue and Summer Avenue to the east, and the old City Rail Line tracks to the west (see Map 10). The section west of Mount Prospect and north of Elmwood is an historically designated and an almost exclusively single-family residential area. Houses are located on 5,000 square foot lots, were built in the early 20th Century and reflect wide-ranging architectural styles. Mount Prospect Avenue is the major arterial passing through the neighborhood which has both retail and mixed-use, low-rise development as well as high-rise apartments. Branch Brook Park is the largest park in Newark, and renowned for its flowering Japanese cherry trees. As a large park with large areas of open land, as well as a roller rink, a baseball field, tennis courts and a running track, it is a major City and regional asset. Relatively few multifamily housing units are found in this neighborhood, most of which appear to be single-family houses converted to two- or occasionally three-family homes. There are also a few industrial uses located to the north of Verona Avenue adjacent to the Belleville border. South of Abingdon Avenue, new mixed-use developments are found, as well as both public and private apartment complexes.

Four stops of the Newark City Subway are found within this neighborhood, all along the western border of Branch Brook Park: Bloomfield Avenue, Davenport Avenue, Heller Parkway and Franklin Avenue. New Jersey Transit bus lines also serve this area. Parking in this neighborhood is predominantly on-street. Branch Brook is the only park in this neighborhood.

3.6.2 Mount Pleasant/Lower Broadway Neighborhood

The boundaries of this neighborhood are Arlington Avenue/Herbert Place to the north, Interstate 280 to the south, the Passaic River to the east, and Broad Street, Broadway, Bloomfield Avenue and Mount Prospect Avenue to the west (see Map 10).

This neighborhood contains a mix of uses, but is predominantly residential in the north and industrial and commercial in the south. The majority of the residential units designed and built as two-family houses or single-family houses which have been converted into two- and three-family units. Housing appears to date from the turn of the century. There are some vacant and dilapidated homes along the major thoroughfares, although infill development and rehabilitation of older structures is occurring. Broad Street, Broadway and Bloomfield Avenue, upon which this neighborhood borders, is this neighborhood's shopping district, with a particularly heavy concentration of retail uses at the intersection of Bloomfield Avenue with 7th Avenue. Broadway, while providing some local convenience stores, also has regional commercial uses, with several automobile-related establishments (e.g., car repair, car wash, car sales, etc.). Land uses fronting on both sides of McCarter Highway and along the Passaic River are industrial in nature, with some highway commercial uses in their midst. The residential area south of Mt. Pleasant Cemetery north of Third Avenue contains many vacant buildings and parcels. Mt. Pleasant Cemetery along Broadway, and a large and thriving industrial establishment known as Tony's Pallet on McCarter Highway, are the most notable land uses in this neighborhood.

Several bus lines serve the neighborhood. Parking is provided mostly on-street, although some uses have off-street parking. The only park in this neighborhood is Carlisle Park.

3.6.3 North Broadway Neighborhood

The boundaries of this neighborhood are the North River (coincident with the Township of Belleville border) to the north, Arlington Avenue and Herbert Place to the south, the Passaic River to the east, and Summer Avenue to the west (see Map 10).

Most of the parcels along McCarter Highway contain large-scale industrial uses, such as Shiffenhaus Packing Company, a stone-cutting plant, and a sheet metal fabricating company. There are several large vacant and underutilized tracts on the highway. Smaller industrial uses are found to the east of Broadway and along Oraton Street. Residential uses are located mostly in the southern portion of the neighborhood north of the Mount Pleasant Cemetery and are primarily single-family detached houses,

or two- and three-unit houses, converted from houses originally designed and constructed as single-family houses. Infill development has occurred in the area south of Chester Avenue. The large vacant site which formerly contained the Walsh Homes public housing project is being developed with lower-density residential units. The major commercial corridor in this neighborhood is Broadway, which contains regional commercial and automobile-oriented retail uses, particularly north of Elmwood Avenue. The east side of Broadway is in Newark's Urban Enterprise Zone.

The North Broadway neighborhood is accessible by car and bus. New Jersey Transit buses run along Broadway. The railroad tracks running parallel to the Belleville border are infrequently used for freight traffic. Parks in the neighborhood include Broadway Park, Mt. Prospect Park and Elmwood (Phillips) Park.

3.8.4 Upper Roseville Neighborhood

The boundaries of this neighborhood are the boundary of the Township of Belleville border to the north, Third Avenue to the south, Branch Brook Park to the east, and North Thirteenth Street (coincident with the Township of Bloomfield border) to the west (see Map 10).

Residential uses in this neighborhood are primarily single- and two-family houses. Roseville Avenue has several large single-family homes dating back to the late nineteenth century, as well as conversions of such homes into home professional offices or small medical offices. Adjacent to Branch Brook Park in the northern reaches of this neighborhood are high- and mid-rise residential uses. Along the park's western border along Third and Fourth Streets are a series of older industrial establishments. The neighborhood also contains a significant number of churches. Bloomfield Avenue traverses this neighborhood as a major automobile-oriented shopping street. This retail corridor is within Newark's Urban Enterprise Zone. Roseville Avenue offers more locally-oriented neighborhood shopping. The major land uses in this neighborhood are City Stadium on Bloomfield Avenue at Roseville Avenue, Columbus Hospital, and St. Francis Church.

The Newark City Subway has four stops in this neighborhood: Bloomfield Avenue, Davenport Avenue, Heller Parkway and Franklin Avenue. New Jersey Transit's bus service is provided on some of the neighborhood's streets. Aside from Branch Brook Park, the neighborhood also has St. Francis Park and Salvatore BonTempo Memorial Park.

3.6.5 Seventh Avenue Neighborhood

The boundaries of this neighborhood are Bloomfield Avenue to the north, Orange Street to the south, Broad Street and Broadway to the east, and the Newark City Subway line, coincident with the western boundary of Branch Brook Park to the west (see Map 10).

The neighborhood has a more diverse housing stock than the neighborhoods to the north, with retail development centered on Broad Street and Broadway. The southern half of Branch Brook Park is located within this neighborhood as well. A large number of initial single and two-family homes are located along and just north of 7th Avenue, while along 7th Avenue itself, several high-rise apartments exist. New public housing developments are located along 3rd Avenue and Broadway. As with Mount Pleasant/Lower Broadway, the majority of residents live in small single-family or two-family homes, or in homes originally designed and built as single-family homes which were subsequently internally subdivided into three or more residential units.

Bloomfield Avenue is the principal vehicular artery and commercial street in the community. Most of the retail stores in this area are tenanted and fewer vacant tracts and buildings exist in this area compared to other retail corridors in the City. Retail uses are also found on Orange Street, Park Street, Broadway and Broad Street. Some office and light industrial uses are also located on Orange Street. A number of large, vacant and underutilized properties exist in this area. Public transit includes several stops on the Newark City Subway, a New Jersey Transit train station at Broad Street (the Lackawanna Train Station), and bus lines along major corridors. Parking is available primarily on-street throughout the neighborhood. Major land uses in this neighborhood are the Branch Brook Park and the Cathedral of the Sacred Heart along Park Avenue.

4.0 LAND USE TRENDS AND INITIATIVES

4.1 ANALYSIS OF EXISTING CONDITIONS: STABLE, DEVELOPING AND STAGNATING AREAS

As discussed in the introductions to the previous two chapters, an understanding and appreciation for the existing land uses in the City of Newark, and a recognition that the City is not merely a compilation of existing uses, but comprised of diverse and identifiable neighborhoods and communities is important in designing the framework for future development and the arrangement of land uses in the City, i.e., the Land Use Plan. Beyond this, however, it is also important to recognize that different market and socioeconomic forces are at work in different parts of Newark, and future City policies will have to be differentiated based upon the differing conditions which exist in each of these parts. As a tool, and as a prelude to drawing up a long-term strategy for guiding development and redevelopment in the City, it is important to disaggregate Newark's land areas into classifications which reflect these factors.

As a simple and first step, this report has chosen three categories, as follows:

- (1) **Stable Areas:** these are areas of Newark where, generally, land uses have neither undergone significant deterioration nor experienced major redevelopment or change in the past few years. These are stable land uses, which appear to be doing sufficiently well not to require substantial changes in land use planning or policy. By this classification, it is by no means suggested that no positive improvements be introduced; merely that as the City looks forward to the next twenty years with perhaps scarce resources, these areas may require less governmental intervention in the City's efforts to improve the quality of life for its residents and employees.
- (2) **Developing Areas:** these are areas of Newark that have experienced in the past few years (and are currently experiencing) new land use development primarily as a result of private market forces. These are areas where there is a high demand for new housing, shopping, office, industrial or warehouse space and where land values have increased substantially in the past few years. In these areas, the City is unlikely to be called upon to expend much of its scarce resources to effect positive change; however, current City land use policies, expressed most commonly through the zoning ordinance and zone plan, may need to be adjusted in order not to prevent or inhibit such change from occurring. Making changes to the City's zoning ordinance can allow the market forces to operate to the City's benefit. Where necessary, governmental

Intervention should be utilized to effect positive change where private market forces by themselves are unlikely to do so.

(3) Stagnant Areas: These are areas of Newark which have undergone substantial deterioration and decline over the past thirty years, and are currently stagnant. Private market forces are presently insufficient to induce positive change in these areas. Whereas some of these areas are undergoing redevelopment, such redevelopment is a direct result of government intervention, and substantial governmental or non-profit investments and subsidies are required to underwrite such development. For the foreseeable future these areas will continue to require such governmental intervention in order to foster renewal and redevelopment.

There are no hard and fast boundaries of the three above classifications. This is because there are exceptions within each of the classifications; pockets of stagnating land uses exist in areas that are experiencing positive change; certain blocks of the City in otherwise stagnant and deteriorated areas are being redeveloped and rehabilitated. Additionally, this plan does not wish to stigmatize certain areas of the City with labels that may be misunderstood. The true purpose is to utilize such classifications as a means of determining those areas of the City most in need of change with respect to future land use and zoning designations, and those which will require more than a simple change in zoning to effectuate redevelopment.

Note also in the discussion below that only three of the five major land use categories are discussed—residential uses, retail and office uses, and industrial uses. The condition of and future opportunities for public and quasi-public uses are not dependent on private market forces, and vacant land and buildings (and sometimes parking lots) represent opportunities for redevelopment.

4.1.1 Residential Areas

In general, the most stable residential areas of Newark are those where (1) single-family houses have historically been the predominant housing type; (2) areas of single-family or two-family houses where few of these houses have been converted for multiple families; and (3) where there has been a continuation of an influx of moderate-income immigrants. In the single-family housing areas, both effective enforcement of zoning laws as well as the continuing desirability of the neighborhoods in which they are located has prevented density increases and the intrusion of other elements that might ordinarily deter new homeowners or prospective buyers. In those areas with a large and continuing

in immigrant base, such as the Ironbound neighborhood, the continued demand for housing has kept real estate values high and has insured continued maintenance and stability of residential properties.

Another characteristic of the most stable neighborhoods is that they are somewhat buffered from the more stagnant parts of the City by significant physical barriers. For example, Vailsburg lies west of the Garden State Parkway, while the Ironbound lies east of the Northeast Corridor elevated rail line.

There is no single cause for those areas of residential development within the City which have undergone deterioration and remain somewhat stagnant. Deterioration and stagnation are not confined to areas which have historically been higher density in nature. There are neighborhoods which have deteriorated and become stagnant which have historically been predominantly detached single- or two-family in character. In other stagnant areas, mid-rise or high-rise multifamily housing predominates. Certain external events have had a lingering effect upon Newark's physical form: the civil disturbances in the late 1960s, coupled with the construction of formidable barriers—such as Interstate 78 through the South Ward—which have isolated and magnified the loss of community facilities, places of employment, and supportive socioeconomic networks. However, while this may explain why portions of the Springfield neighborhood have large vacant tracts, it does not account for the pockets of stable housing near Homestead and Mildred Helms Parks, both of which are relatively near Interstate 78. It is clear, though, that the areas most in decline appear to be in the Central Ward, the West Ward on the east side of the Garden State Parkway, and the South Ward north of Interstate 78. This indicates that there may have been a domino effect which caused neighboring blocks to become less desirable, an effect that was somewhat halted by these large physical barriers.

For the purposes of future neighborhood and community planning efforts, the following neighborhoods have the most stable residential areas:

- Forest Hill
- Upper and Lower Roseville
- Upper and Lower Vailsburg
- Weequahic
- Dayton/Weequahic Park
- North Ironbound.

Neighborhoods which have undergone a decline in housing which private market forces are now redeveloping are:

- University Heights
- Mount Pleasant/Lower Broadway
- North Broadway
- Seventh Avenue
- South Ironbound.

Neighborhoods which appear to be in the greatest need of governmental intervention and investment in order to provide stability and enhance the quality of life for future residents are:

- Upper and Lower Clinton Hill
- West Side
- Fairmount
- South Broad Street
- Springfield/Belmont.

As already mentioned, no neighborhood is entirely stable or stagnant; they are not homogenous and each has areas within them that run counter to the general condition of stability or stagnation. For example, in the Springfield/Belmont neighborhood, the Hovnanian townhouses and apartment projects between Springfield and South Orange Avenues create a stable presence, as does the housing developed by New Communities Corporation and Habitat for Humanity on and south of South Orange Avenue.

In the Weequahic neighborhood, a stable area encompassing portions of Shepherd Avenue and areas closer to Interstate 78 have a number of vacant or deteriorated buildings which are in need of substantial reinvestment. It should be noted that the City has in the past several years been engaged in reversing the trend of deterioration in virtually all areas of the City. However, the task of addressing all such areas, given scarce resources, will take many years to accomplish. Nevertheless, over a period of time such governmental intervention may provide the stability and sense of renewal sufficient to result in sustainable development—development which will be undertaken by the private sector without the large subsidies which are now needed to begin the process of renewal.

4.1.2 Commercial Areas

There is one sector of the downtown which lags behind office and entertainment use: retail uses. With the tremendous accessibility of downtown Newark and the significant daytime presence of em-

ployee, the retail sector is both weak and unvaried. While a return to its former glory as a region-wide shopping district is unlikely, efforts to capitalize on the disposable retail dollars of employees, residents in the City living in close proximity to the Center, and visitors to the new entertainment-related uses, should be undertaken. Planning efforts thus far and zoning policy have allowed the fear of crime to create isolated barricaded fortress-like office complexes that allow suburban workers or visitors to drive into parking lots or garages and work, dine and shop without ever setting foot on Newark's streets. By improving the downtown's image—the New Jersey Performing Arts Center and the Newark Bears Stadium are a major step in the right direction, and by instituting controls which mandate or encourage retail uses at the ground floor street level on certain downtown streets—will help to bring a greater retail presence and streetlife to the City center. An additional change in zoning policy would be helpful; allowing high-rise residential developments in the downtown above the retail ground floor. Also, permitting vacant or underutilized office space to be converted to residential apartments (perhaps creating incentives to do so) will also help to bring a residential presence to the downtown. The fact that so many college and university staff and students need to be in or close to the downtown is a large untapped residential market in the downtown. This reintroduction of a residential presence in the downtown or in University Heights will have two major benefits: it will bring additional retail dollars into the downtown, and an evening and weekend presence which helps to stem fears of crime.

Land uses within this classification encompass corridors and districts with retail uses, service businesses, offices and entertainment uses. The only area in which offices and entertainment uses are a significant presence is the Central Business District. With the recent opening and success of the New Jersey Performing Arts Center and the opening of Bears Stadium, the new minor league baseball stadium, as well as significant increases in rent levels for offices, the downtown can be viewed as a "developing area."

In addition, the land area wrapping around Newark Airport's northern and western borders is quickly developing into a hotel district. With only a few available sites remaining, hotels and other retail support services serving the Airport will have to locate elsewhere in the City in the Intermediate to long term.

Continued immigration and proximity to the downtown help keep Ferry Street and Bloomfield Avenue stable. In these pedestrian-oriented corridors, there is enough foot traffic to provide a large customer base for retail uses. Ferry Street also benefits from its proximity to the Central Business District;

downtown workers can walk to the ironbound for lunch, and there is a shuttle available to carry theatergoers from the New Jersey Performing Arts Center to Ferry Street and Penn Station.

The retail corridors in most decline, primarily Springfield Avenue, South Orange Avenue east of the Garden State Parkway, Clinton Avenue, and portions of Central Avenue, are traditional pre-war, linear corridors. Businesses are located on small and shallow lots, typically abutting residential properties to the rear. They offer little off-street parking. These commercial corridors were developed at a time when automobile ownership was low and businesses could feed off neighborhood pedestrian traffic and transit stops located along the corridors. At the time, shopping was accomplished by frequenting multiple small stores, rather than large supermarkets, shopping centers or freestanding retail establishments.

Most of the declining or stagnant retail areas do not enjoy the high concentrations of population that surround Ferry Street and Bloomfield Avenue. With a large portion of the population having access to a car for shopping, these corridors are bypassed in favor of shopping centers with off-street parking and large-scale stores, many of which are located beyond Newark's borders.

Areas of the City considered to be stable with respect to commercial development are:

- Ferry and Wilson Streets in the North Ironbound neighborhood
- Bergen Street and Lyons Avenue in the Weequahic neighborhood
- 18th Street, Sandford Avenue and South Orange Avenue in the Upper and Lower Valleyburg neighborhoods
- Broadway in the North Broadway neighborhood
- Bloomfield Avenue in the Upper Roseville, Seventh Avenue and Mt. Pleasant/Lower Broadway neighborhoods.

Commercial areas of the City which are currently reversing decline through new private market investment are:

- The Central Business District neighborhood
- University Heights neighborhood
- Newark Airport and Port Newark neighborhood.

Commercial areas which appear to have undergone the greatest decline and which are currently stagnant include:

- » Springfield Avenue in the Springfield/Belmont and West Side neighborhoods
- » South Orange Avenue in the Fairmount and West Side neighborhoods.
- » Clinton Avenue in the Upper and Lower Clinton Hill neighborhoods.

4.1.3 Industrial Areas

Industrial uses once proliferated along Newark's major corridors. While manufacturing declined overall in Newark over the last 50 years, the loss of industrial businesses is most evident along the McCarter Highway corridor, the area between Frelinghuysen Avenue and U.S. Route 1&9 and a number of smaller industrial areas scattered throughout western Newark.

One of Newark's most rapidly developing or redeveloping areas are located within and adjacent to Newark Airport and Port Newark. In particular, Newark Airport has increased both passenger service and cargo handling, giving rise to increased demand for airport-related businesses—air cargo and express mail services, flight and kitchen services, long-term parking, etc.

Stable industrial areas in Newark are located close to the other two dominant modes of cargo transportation in Newark; vehicular highways such as the New Jersey Turnpike, US Route 1&9 and Interstate 78, and the Passaic River, and Port Newark, which provides access to waterborne transportation. These areas are comprised mostly of large, level tracts where industries were able to spread out and provide space for loading and unloading, and storage.

Industry most in a state of decline or of stagnation can be found in those areas of the City which are located in neighborhoods far from the major highways, the airport or the Passaic River, i.e., areas which do not have access to regional transportation routes. A case in point is the Central Avenue area, where trucks have to traverse narrow, congested streets, competing with residential and commuter traffic to reach Interstate 280, the New Jersey Turnpike, or Interstate 78.

Developing industrial areas in Newark include the following neighborhoods:

- » Newark Airport and Port Newark neighborhood (except along Frelinghuysen Avenue)
- » The South Ironbound neighborhood

Stable industrial areas of Newark include:

- Portions of the Forest Hill neighborhood north of Verona Avenue
- Upper Roseville

Industrial areas which are currently stagnant include:

- South Broad Street neighborhood
- Fairmount neighborhood
- Seventh Avenue neighborhood
- Lower Clinton Hill neighborhood
- Mount Pleasant/Lower Broadway neighborhood
- North Broadway neighborhood
- Lower Roseville

4.2 ANALYSIS OF RECENT AND PROPOSED DEVELOPMENT IN NEWARK

4.2.1 Residential

Between 1980 and 1990, the City of Newark lost 16 percent of its population. A substantial number of housing units were abandoned and demolished during this period of time. While the City did embark on a program of providing replacement housing for many of the displaced residents, this program only provided for a small addition to Newark's housing stock in the early part of the decade. Later in the 1980s emigration abated and more replacement housing was constructed, so that by 1989 the number of new housing units exceeded the number demolished. From 1990 to 1997, more than 2,700 building permits for new housing had been authorized in Newark. At least 1,000 additional new units are currently either under construction or have been approved, while many more have been proposed. Housing construction in Newark has accelerated in the past 20 years, and recent housing starts may even be characterized as a boom.

The most significant housing trend in Newark in the 1990s has been the de-intensification of housing, particularly the shift away from high- or mid-rise apartment to attached single- and two-family houses or lower-density multifamily housing. From the 1830s, when Newark reached its peak population, through the 1960s, several high-rise residential buildings were built by both the private and public sector. The Newark Housing Authority, with funding from the federal government, undertook a pro-

gram of urban renewal in which a number of high-rise public housing projects were developed throughout the City. Over the past several years many of the high-rise towers, which together contained more than 3,000 units, have been demolished. Most of the remaining residents in these developments have been moved to lower-density housing projects throughout the City.

Most of the new housing authorized in the 1980s was in small and mid-size apartment complexes. (Nearly 74% of the units authorized were in buildings of 5 or more units.) In the 1990s, the trend toward lower-density housing accelerated. Between 1990 and 1997, 65% of the 2,700 building permits authorized were for buildings of one- to five-family units. Not all of the units were publicly built or built with government subsidies. In certain parts of Newark, for example within the North Ironbound, and in the Mount Pleasant/Lower Broadway neighborhoods, a boom in single-, two- and three-family housing construction began to occur. This trend shows little sign of abating. Since most of this housing is being built by small contractors and is entirely privately financed, it is one of the most encouraging residential trends in the City and bodes well for helping to repopulate the City with a diverse economic and social base. Buildings of five or more units comprised only 25 percent of the new housing stock between 1990 and 1997. While recently there have been substantial renovations of existing private-sector high-rise housing projects in the City of Newark, particularly along Elizabeth Avenue opposite Weequahic Park, there currently are no plans to build additional new high-rise towers.

Much of the new housing is being built in areas identified as having undergone deterioration and stagnation, including the West Side, Springfield/Belmont, Lower Clinton Hill, and South Broad Street neighborhoods. This is due in part to the availability of large tracts of vacant land, and the presence of abandoned or deteriorated structures which can be more easily demolished or rehabilitated. More importantly, the areas chosen illustrate the City's attempts to restore the viability and stability of these neighborhoods for housing. The more stable areas of the City, such as Lower Vailsburg and Forest Hill, are essentially fully developed, and provide only a few opportunities to construct housing, mostly on infill properties.

There has also been a significant amount of new housing construction in the North Ironbound and South Ironbound neighborhoods. Some occurred through the adoption of redevelopment plans which encouraged housing construction in place of vacant industrial buildings; however, opportunities for new development are now more scarce. In fact, sites have become so scarce and land expensive enough that construction in the Ironbound neighborhood has included land in the former Central Railroad right-of-way, which traverses the neighborhood and offers some of the last remaining sites available for infill development. In the South Ironbound, some new housing has supplanted obsoles-

cent industrial uses. The Ironbound's reputation and success as an "urban village," and the liberal use regulations of the existing Zoning Ordinance, which allows low-density housing in virtually every zoning district including the light industrial district, has historically allowed housing to infiltrate non-residential portions of this neighborhood. Given the apparent strong demand for new houses in this neighborhood despite the high land values, it is reasonable to expect that housing will continue to supplant industrial and warehouse uses in the South Ironbound.

New housing in the City of Newark is generally being constructed at lower densities than the housing it replaces and the housing that originally existed on those properties which are now vacant. However, there has also been a trend toward higher density housing in certain parts of the City. Specifically, houses that were designed for one and two families have been converted to three- and four-family houses. In the North Broadway neighborhood and the western part of the Weequahic neighborhood, these trends are evident. Often such conversions occur illegally and the resulting housing is substandard with respect to both the Building Code and/or the current Zoning Ordinance. This situation requires intervention by the City, since it cannot be tolerated from a health and public safety point of view.

As to the future, the outlook for housing in the City of Newark seems bright. While most of the future residential development is comprised of low-density housing types, some higher-density housing has been proposed for University Heights and the Central Business District to accommodate the growing demands of the five colleges in the area. The University Heights/Science Park campus project being developed west of the New Jersey Institute of Technology will include the addition of 75 to 100 dwelling units to the University Heights area. A planned conversion of a number of non-residential buildings along University Street and Halsey Street (to residential use) will add another 200 units to the Central Business District. The New Newark Foundation is also planning to renovate the former Hahnes Building on Broad Street across from Military Park, which will include some live-work units in the upper floors of the building.

4.2.2 Commercial

By the mid-1990s, a decline in Newark's employment sector came to a stop. In 1995, for the first time in 40 years, employment in the City in virtually all major sectors increased. This reversal can be attributed to several factors, including a strong national and regional economy, the fact that Newark's central location and its accessibility by land, sea and air has made it attractive for new businesses, and to the City's efforts to attract new retail and office development.

This trend is likely to continue as a significant amount of new office, commercial, educational and arts-related development has been proposed within the City over the next two decades. The majority of these proposed developments are concentrated in the Central Business District; In the Industrial Ironbound and Lower Clinton Hill neighborhoods; and on parcels located to the north and west of Newark Airport.

With respect to retail development, downtown Newark was once a shopping and consumer service hub of central and northern New Jersey. There were three major department stores in downtown Newark in the 1940s and 1950s. The central business district, however, was hurt by the combination of population and employment loss, and competition from shopping centers and wholesale retail establishments in nearby municipalities in Union, Essex and Hudson Counties. The original downtown retailing base has to a large extent been replaced by smaller discount shopping outlets and retail services. While the recent increases in downtown office employment offers the prospect of increased market support, the internally-focused nature of the more recent office developments has limited their impact on downtown retailing. However, the combination of additional office development, along with major new arts, entertainment, and sports attractions, bodes well for a revival of retailing in the downtown.

In outlying areas of Newark, retail development historically was comprised primarily of multiple, attached but unrelated retail stores developed at the street line, with less reliance on on-street parking and more reliance on pedestrian customers or those arriving by bus or trolley service. Substantial retail corridors grew up along all the major streets leading to and from the downtown. As population in the neighborhoods dwindled and became more mobile, such areas declined, losing retail stores to shopping centers and highway business corridors where freestanding retail uses with plenty of on-site parking could be provided. With a dwindling market support in adjacent neighborhoods, and an inability to adequately capture pass-by traffic, Newark's traditional retail corridors have suffered greatly.

There is evidence of the introduction of both shopping centers and freestanding retail uses in Newark, but in comparison to the outlying communities in the region, these have been few and far between. For example, in the Springfield neighborhood, New Communities Corporation built a new neighborhood shopping center anchored by a supermarket with parking in the front yard facing South Orange Avenue.

There are a number of proposals that would add to these examples. A new K-Mart is to be developed by the New Community Corporation, in partnership with the City of Newark and Metropolitan Baptist

Church. It will be located on a 13-acre shopping center on a site adjacent to Society Hill. A neighborhood shopping center with a grocery and drug store is planned for the former Pabst Brewery Site. La Casa de Con Pedro is working on a new retail hub on Lower Broadway that would be anchored by a full-scale supermarket. Given the increasing population and employment that is likely to result from new development in Newark, there will be a need for the City to establish opportunities where additional new shopping centers and freestanding retail uses can be accommodated.

There are several retail developments of significant scale now proposed in Newark; all are within or in close proximity to the Central Business District. The New Newark Foundation has selected a developer to rehabilitate the Hahne's Building along Broad Street to accommodate 100,000 square feet of ground floor retail. A new supermarket has been proposed for Broad Street in the Seventh Avenue neighborhood. An office and shopping center has been proposed on the site of the existing Tony's Pallet, a 15-acre site on McCarter Highway north of Route 280.

While retail development has been slowly on the rise, the office market has shown a much stronger trend towards renewed vigor and growth. This trend is manifested both in the demand for existing space in Newark's older buildings, as well as increasing interest in new office development. With regard to the former, perhaps no building symbolizes Newark's downtown office renewal than the turnaround of the 621,000 square foot Newark National building at Broad Street and Market Street. Saddled with a vacancy rate of 81 percent just a few years ago, the building has been renovated and now enjoys an occupancy rate of 82 percent.

There are several other significant office reuse projects completed or underway in Newark. IDT is relocating its headquarters to a 20-story, 450,000 SF building at 520 Broad. Savior Realty Advisors of Miami has purchased the former Blue Cross- Blue Shield headquarters at 33 Washington Street, and will reposition the 382,000 square foot tower to attract new tenants. Tremont Capital Corporation has refurbished 550 Broad Street, a 282,000 square foot landmark office building, and Alexander Summer Company is marketing the building with substantial success. Together, these developments are resulting in the refurbishment and reuse of over 1.2 million square feet.

In addition, there are several offices and other commercial and industrial developments under construction or proposed for the City of Newark, which should significantly increase the City's real property tax base, employment and overall economic health. MBNA recently completed a call center in Newark with 300 employees. The U.S. General Services Administration is building a 12-story, 240,000 square foot office tower for the FBI on the new bulkhead of Minish Park.

As the office market has rebounded, office rents have increased substantially, from \$16 per square foot a few years ago, to over \$27 per square foot today. These rents, when coupled with a lowered vacancy rate of 11 percent, have restored private-sector interest in new office construction. A new 5 story, 350,000 square foot office tower is planned for a site at the corner of Raymond Boulevard and McCarter Highway, next to the Legal Center. Edison Properties is planning a 22-story, 350,000 square foot building next to Penn Station, pending a substantial tenant, with three more potential towers contemplated. Hartz Mountain Industries has plans to develop a 10-story, 300,000 square foot tower (Penn Plaza III) adjacent to the Passaic River. A 578,000 square foot office building is planned for Two Newark Center. Finally, two Gateway Sites are contemplated for development. A 725,000 square foot building has been approved for Gateway V, and a building of 500,000 - 700,000 is under site plan review for Gateway VI.

In short, Newark can reasonably expect 1.8 million square feet of new office development in the near term, with another 1.2 million square feet further down the road. These developments can also be expected to give rise to an increased demand for housing and for goods and services in the City, especially within the central business district.

Since 1965 the transportation, communications and utilities sector of the Newark economy has added more than 10,000 jobs to the City's employment base. This is due in large part to the growth of Newark Airport and Port Newark, as well as Newark's location as a center for utilities companies, such as Public Service Electric & Gas and New Jersey Bell (part of Bell Atlantic). Another 800,000 square feet of building space devoted to telecommunications use is also proposed. As an example, the former Macy's building has been transformed into a major telecom center.

As a direct result of growth at the airport and in the downtown, there are several hotels being proposed or under construction. There are presently 16 hotels in the City of Newark. Two are in the central business district and the remaining 14 are located in proximity to Newark Airport. Five new hotels have been proposed to be developed, four of which are in the Airport area. Another two hotels are contemplating an expansion.

Two new hotels are proposed for eight acres of land along routes 1 & 9, north of the existing Marriott Courtyard Hotel. Hartz Mountain Industries is planning a hotel and conference center to be located on the Waverly Yards, adjacent to the soon-to-be-completed Airport Rail Station, which will link Northeast Corridor trains to the airport via an extension of the airport monorail. The Millennium Group, Inc., is also planning a 300-room hotel adjacent to the station. A 276-room hotel is planned for the former

location of the Rutgers University Law School on Washington Park. The Newark Airport Hilton is considering a \$35-million expansion that would add 220 guestrooms. In addition, the existing Holiday Inn Hotel on Frontage Road has recently completed a major expansion. Finally, the historic Robert Treat Hotel in downtown has recently undergone an upgrade including modernized facilities and a five-star restaurant.

4.2.3 Industrial

Consistent with trends in other parts of the State and the northeastern US, the amount of manufacturing and related warehousing in Newark has declined significantly over the past 40 years. Not all of this loss has resulted from regional market forces; many communities in New Jersey have disengaged new industrial development, especially heavy industry, by enacting strict environmental and zoning restrictions, or by encouraging residential developments adjacent to these areas, which inevitably leads to conflicts and nuisance suits, the result of which is typically the demise of the industrial uses. Newark's unparalleled transportation network and large amount of industrially-developed land which is far removed from residential areas, will allow it to continue to retain or even perhaps attract new industrial users, particularly the heavy industrial users, to these areas of the City.

These heavy industrial areas are not without problems: certain infrastructure improvements in these heavy industrial areas will be necessary if they are to continue to be viable, and known brownfield sites must be cleaned up. However, it would be a mistake for Newark to enact zoning regulations which curtailed the development of heavy industry in these areas or to enact regulations which might interfere with or undermine the viability of this highly valuable sector of its economy. With high-paying skilled jobs and excellent real estate rates, the existing heavy industries in Newark can continue to make significant contributions to the City's economy.

A number of major industrial developments are proposed in the City, as follows:

- The South Ward Industrial Park, located on Hawthorne Avenue in Lower Clinton Hill. This development will create between 100 to 300 jobs, and help to revive an industrial presence in this neighborhood, which is important in that it brings jobs closer to Newark's population base. The construction of 180 townhouses nearby will help to create a mixed-use environment in this part of the neighborhood. Currently, the City and NEDC are planning to build upon the successful development of 100,000s square feet of light industrial space by adding an additional 80,000 square feet of industrial/warehouse space in two buildings.

- At the Bayonne Barrel and Drum site, NEDC is working with the City, NJDEP, and USEPA to remediate the environmental conditions and to increase the development potential of this 14.7-acre, City-owned property.
- NEDC is working with various parties interested in acquiring and remediating the 37-acre DuPont Site. DuPont has filed an application with NJDEP to enter the New Jersey Voluntary Cleanup Program, which sets the stage for accelerated remediation and redevelopment.
- Coca-Cola is proposing to build a bottling plant on Delancey Street east of US Route 1 & 9 which will create over 200 jobs. Plans include the building of a regional marketing center.
- In University Heights, New Community Corporation converted a former milk distribution plant into a modular housing factory and business incubator.

4.2.4 Public and Quasi-Public

With the opening of the New Jersey Performing Arts Center in 1997, Newark began to regain its regional prominence as an entertainment and arts center. It was the largest entertainment/culture-related development in the City since Symphony Hall began operation in 1965.

There are three additional major arts and entertainment-related developments currently underway or proposed. On Broad and Bridge Streets, the 6,000-seat minor league baseball stadium, home to the Newark Bears, is open and operating successfully. An additional concert hall is to be built adjacent to the New Jersey Performing Arts Center. An arena for the New Jersey Nets National Basketball Association team is under consideration at this time. The site for the arena is to be located in the Central Business District just to the north and east of City Hall. The site has been the subject of two redevelopment area designations and a redevelopment area plan (described in section 4.3).

Related planning and development efforts are underway to bring housing and retail to downtown that will complement all of the major new developments. The New Newark Foundation has gained control of two blocks between the New Jersey Performing Arts Center and Rutgers University, including the site of the Hahnes Department Store building. As noted earlier, the recently issued developer's Request for Expressions of Interest for the first four parcels in the New Newark target area has already generated substantial interest.

The Regional Plan Association has completed a plan to create an "arts district" called the "Lincoln Park Coast Cultural District," which will mimic the shape of a barbell: the top bubble will encompass the New Jersey Performing Arts Center, the lower bubble will incorporate a revitalized Symphony Hall

and the Lincoln Park area. Additional improvements and developments that will complement future entertainment, arts and cultural programming, as well as the reintroduction of artist housing and live-work space, is planned for these areas. This "arts district" will help underscore and enhance Newark's growing reputation as the arts capital of the region.

Also related to Symphony Hall are efforts to develop a Motion Picture and Television production facility that would complement the performing arts facility.

Over the past few years, the universities and colleges in Newark have been expanding their presence within the University Heights neighborhood. Rutgers University has constructed a Management Education Center, and will move its management programs from New Brunswick to Newark. The school has completed its new Center for Law and Justice, which replaced the former law school facility. The New Jersey Institute of Technology (NJIT) has built dormitories to house 300 students, and Essex County College opened a Center for Technology and a new Student Center in 1996 and 1997. Seton Hall University Law School has proposed either building or renovating housing for its students in the Central Business District. The latest such project is located at 1180 Raymond Boulevard.

One of the most significant new employment-generating projects in Newark is the University Heights Science Park. On 50 acres immediately west of NJIT, a science and technology park (essentially a research-office facility) is being created that would include up to one million square feet of technology-related space, two blocks of housing, a high school to accommodate 800 students, and a 160,000 square foot International Center for Public Health. All of this development would expand the presence of the educational institutions westward from College Heights toward I-280 and Bergen Street. The \$78 million International Center for Public Health Research is currently under development in the Science Park. (A full description of the park's development plan is provided in Section 4.3.)

The City is in the process of reviewing plans for development along the Passaic River waterfront. The Passaic Riverfront Revitalization Study, described in detail in Section 4.3, has recommended creating more of a mixed-use environment, with a strong residential, open space and recreational component on the waterfront. The Study also recommends increased office development, and better connections between the Riverfront and the NJPAC.

The City is also embarking on its first major public open space project in many years. From Bridge Street to Brill Street, a Passaic Riverfront walkway of varying lengths is being developed. The Joseph G. Minish Restoration and Historic Area project, which is located on the Passaic River waterfront

adjacent to the downtown, is designed to create more open space along the Riverfront which is accessible to the downtown and to residents and employees from the Ironbound neighborhood. The riverfront walkway and Minish Park will also help to build connections between the offices in the downtown and entertainment uses such as the New Jersey Performing Arts Center to Newark's residential areas as well as providing a scenic backdrop to the expected future development of offices, hotels and housing on the Passaic River waterfront. As part of this project, the Essex County Improvement Authority is developing park space between Mott Street and Brill Street which will include active recreational uses, such as baseball fields, soccer fields, an in-line hockey rink, and tennis courts.

4.3 RECENT MAJOR STUDIES AND POLICY INITIATIVES IN NEWARK

4.3.1 Introduction

The land use studies underpinning Newark's Land Use Plan were initiated in 1997. Since that time, there have been a number of new developments and additional studies which have been undertaken in Newark. These plans have been commissioned by a variety of governmental and non-profit entities; some have specific land use implications, while others focus more on policy. However, there has been a clear need to ensure that the Land Use Plan and, eventually, the updated zoning ordinance reflect the content and recommendations of these studies.

With this purpose in mind the following section presents an overview of recent planning, regulatory and project initiatives in the City of Newark. Each individual document is summarized using a standard format. First, the document's official title, author, sponsoring entity, date (of drafting, completion or adoption), and purpose are listed. This is followed by a brief synopsis of the content of the document. Finally, the specific implications of the document for both the Master Plan and the future zoning ordinance are given.

The review of these documents was detailed and thorough. The Land Use Plan was amended and updated as a result of the review process. At this time, Newark's Land Use Plan incorporates (via these summaries) and is consistent with (via adjustments to the land use designation and Land Use Plan Map) those studies and documents that have been adopted or endorsed by the City of Newark. Any inconsistencies between different studies, or between the Land Use Plan and individual reports (which are few in number), have been noted within the following summaries, along with the reason for such inconsistencies.

4.3.2 Synopses of Recent Major Studies

CITY OF NEWARK ECONOMIC DEVELOPMENT, LAND USE AND TRANSPORTATION PLAN

Author: Parsons Brinckerhoff
URS Greiner Woodward Clyde
with:
Wallace Roberts & Todd
Basile Baumann Prost & Associates
Rutgers Economic Advisory Services
Lisa Davis & Associates
New Jersey Institute of Technology

Sponsor: City of Newark, Department of Engineering, Division of Transportation

Date: December 2000

Status: Draft

Purpose: Identifies Engines of Growth and associated Development Nodes, sets forth a citywide Transportation Plan, makes development and transportation recommendations for the Development Nodes, and sets forth a strategy for implementation.

Brief Synopsis

This plan is organized into five major chapters:

The Existing Conditions chapter provides the background information that informs the remainder of the study. Included are analyses of economic, demographic and real estate trends; land use and zoning; and transportation and non-transportation infrastructure. The chapter concludes with a listing of issues and opportunities, under the headings of General, Transportation, and Infrastructure Considerations. In general, the chapter finds a positive turnaround underway within the city, particularly with regard to increased economic development. However, the demographic and land use analysis reveals that many challenges remain. The city's strongest opportunities continue to be related to its unique transportation infrastructure, while its strongest issues relate to land use, education, contaminated land, and continuing low incomes.

The Future Expectations chapter sets forth a series of five planning goals

- 1. Newark's position as the region's center for commercial, service, cultural, educational and institutional activities should be maintained and enhanced.

2. Newark should continue to be the regional center for industrial, manufacturing and warehousing activities in northern New Jersey.
3. Economic development efforts throughout Newark should continue to promote balanced, integrated, sustainable and interconnected community development.
4. Land use planning in Newark should be guided by the basic purposes of New Jersey's Municipal Land Use Law.
5. Newark should maintain and enhance its traditional role as a transportation hub in the metropolitan region for both people and goods.

This chapter also contains demographic and employment projections for Newark through the year 2012. These projections foresee modest but consistent growth in both employment and population, a reversal of historic trends.

The plan's specific land use recommendations are set forth in the chapter entitled *Engines of Growth and Development Nodes*. Seven development nodes are identified. Each node is the subject of a more detailed plan for development and redevelopment. These plans include a discussion of the reasons for selection, existing conditions and trends, and planning and design issues. These are followed by a proposed program of land development, and proposed transportation and infrastructure improvements. Finally, the economic benefits of the proposals are estimated, and immediate implementation steps are discussed. The land use implications of each development node plan are discussed in detail below.

The following chapter, *The Transportation Plan*, presents an overall program of transportation improvements for Newark. The proposals encompass vehicular, pedestrian, and bicycle access and circulation, as well as transit. The chapter also includes an analysis of future travel demand employing the Newark Sub-Area Model, a model based on the North Jersey Transportation Model, and developed expressly for the NEDLUTP.

The final chapter, *Elements of the Implementation Program*, includes detailed recommendations for implementing the recommendations of the plan. The implementation steps include enhanced capacity for planning at the City (through GIS and the TELUS transportation monitoring system); a prioritized Capital Improvement Program; modifications to the zoning regulations; financing mecha-

nisms; an urban design handbook; and a special Seaport Support Zone. The zoning recommendations use the existing zoning as a base, and need to be modified based on the new land use classes contained within the updated Master Plan.

Implications for the Master Plan and Zoning Ordinance

The individual Development Node plans contain the most detailed land use recommendations, and therefore have the most direct implications for the Master Plan. In general, Newark's Land Use Plan as described in Chapter 5 is in agreement with the land use recommendations contained within the NEDLUTP, but there are some conflicts. The following is a description of the implications of each node:

Broadway South End Node

The node is located just north of the NJ TRANSIT Broad Street Station, and is bounded by Broadway and Bloomfield Avenue on the west, Broad Street on the east, and Crittenden Street on the North. The proposed development program calls for retail space and a multicultural complex with two theaters along Broadway between Gouverneur Street and Bloomfield Place. Mixed commercial development would be undertaken on the vacant property west of Broadway between Seventh Avenue and State Street.

The lands identified for development of the retail space and multi-cultural space are designated B-R (regional business) in Newark's Land Use Plan (Chapter 5). Retail, movie theaters, and performing arts theaters are uses allowed in this district. The vacant property identified for mixed commercial development is designated C-D (Downtown commercial), a district that allows a diverse mix of uses. The development contemplated for this node in the NEDLUTP is therefore consistent with the Land Use Plan.

First and Orange Streets Node

The node is bounded by Hecker Street between Orange and Dickerson Street, Dickerson Street between Hecker and Duryea Streets, Duryea Street between Dickerson Street and Central Avenue, Central Avenue between Duryea and 2nd Street, 2nd Street between Central Avenue and Gould Place, a line extending northerly from and parallel to 2nd Street from Gould Place to Orange Street, and Orange Street from the end of that line to Hecker Street.

The plan recommends residential infilling east of the city Subway, especially near the Orange Street Station. This would include developing housing on an existing open space, the Boys Park. Land west of the Subway would be targeted for non-residential uses, potentially related to the Science Park. The plan also calls for the renovation/reuse of the three multi-story warehouse/industrial buildings near First Street, possibly for incubator industries spilling over from Science Park.

Under the Newark Land Use Plan in Chapter 5, the lands slated for residential infill are designated R-HD. One exception is the Boys Park, which is designated as S-P parks and open space in the plan. This designation would have to be removed to permit residential development on the park. However, the designation has been retained based on City and community input.

The land west of the Subway is designated C-C (Community commercial) and C-SC (Shopping center commercial) between the Subway and 1st Street, and R-HD west of 1st Street and also south of Dickerson Street. Bringing Newark's Land Use Plan into consistency with the NEDLUTP would require re-designating all of the land west of the Subway for commercial use. Residential designation is retained, however, in recognition of existing residential uses.

Broad Street Station/Westinghouse District

The node is located in the northern edge of the CBD, and is bounded by Broad Street between I-280 and Orange Street, Orange Street between Broad and Essex Streets, Essex Streets between Orange and James Street, James Street between Broad and Boyden Streets, Boyden Street between James Street and Williams Alley, and a line extending northerly from and parallel to Boyden Street to I-280.

The plan calls for the redevelopment of the Westinghouse Building (located south of the train station) for a mix of retail, office and residential space. It also calls for the re-establishment of an "upscale" retail corridor around Orange Street, extending from Broad Street to Dr. Martin Luther King, Jr. Boulevard. Residential infilling would occur with the James Street Common Historic District along north-south streets, consistent with the existing scale and character.

Under the Newark Land Use Plan in Chapter 5, the Westinghouse Building and the north side of Orange Street are designated C-D (Downtown commercial). The south side of Orange Street is designated I-L (Light industrial), which does not encourage traditional retail development. A C-C designation would be more in keeping with the proposed shopping street. Portions of the James Street corridor are designated R-HD, permitting the proposed residential infill.

Riverfront East

The node, located at the northern edge of the Ironbound neighborhood, is bounded on the north by the Passaic River, on the east by Van Buren Street, on the south by a line 164 feet south of and parallel to Market Street between Van Buren Street and Jefferson Street, and then by a line from Jefferson Street 164 feet south of Market Street to the western intersection of Jersey Street and Raymond Boulevard. The plan calls for residential development in a 3-4 story midrise configuration.

The sites targeted for residential development correspond to those identified in the *Passaic Riverfront Revitalization Study*. The designation of these sites in the Newark Land Use Plan in Chapter 5 is S-W for waterfront development. This designation permits most types of development including the housing prototype proposed. Note that the *Passaic Riverfront Revitalization Study* calls for a somewhat less intensive form of residential development than the NEDLUTP.

South Broad Street Service Cluster

The node located south of the CBD and close to Newark International Airport, and is bounded on the east by McCarter Highway, on the south by Polner Street, on the west by Pennsylvania Avenue, and on the north by Parkhurst Street. The plan calls for the renovation and reoccupation of the Kremetz Building at Murray Street and McCarter Highway, to house airline training facilities, freight shipping company offices, or other airport-related services. The plan also calls for 2-3 story office/flex space on sites along Vanderpool and Wright Streets. Infill housing development on cross streets between Broad and Pennsylvania would be built in a townhouse style.

The area targeted for flex and airport-related space is currently designated I-L (Light industrial) in Newark's Land Use Plan. This designation permits the type of development contemplated in the node plan. The area targeted for housing is designated R-HD (High-density one- to three-family and townhouse residential), a designation that permits attached townhouses, consistent with the proposed development.

South Ward Industrial District

The node, located just north of I-78, is bounded on the east by Elizabeth Avenue, on the south by I-78, on the west by Badger Avenue, and on the north by West Bigelow Street. The node plan calls for light industrial, warehousing, and flex development south of Runyon Street, with infill housing to be

developed north of Runyon Street. The development program is intended to take advantage of major changes in the street network proposed for this area, and precipitated by the forthcoming reconstruction and reconfiguration of the I-78 entrance and exit ramps.

Under the Newark Land Use Plan in Chapter 5, the area north of West Runyon Street is designated R-HD (High-density one- to three-family and townhouse residential) for residential development, in agreement with the node plan. However, the C-C (Community commercial) and R-HD (High-density one- to three-family and townhouse residential) districts located south of Hawthorne Street are in conflict with the idea of encouraging industrial development here. These districts are retained, however, in keeping with prevailing use patterns. Most of the land between Hawthorne and West Runyon Street is designated I-M (Medium industrial), in keeping with the goal of industrial development. The C-R (Regional commercial) district mapped along Elizabeth Avenue south of Peddie Street would appear to be in conflict, but should remain, as the sites here are too small to accommodate warehousing or flex development.

R-121 Sub-Area

This node, by far the largest in the study, is bounded on the east by the NJ Turnpike, on the south by the Conrail Oak Island Yard, and on the west by Wheeler Point Road from the railroad to Chestnut Street, from Chestnut Street to Wilson Avenue by Gothart Street, from Wilson Avenue to Saint Charles Street by Kossuth Street, from Saint Charles Street to Raymond Boulevard by a line existing from a parallel to Kossuth Street and Raymond Boulevard east to the Turnpike.

The proposed land development program calls for heavy industrial, warehousing and distribution space on new lots to be created by a reconfiguration of the street network, and office-flex development on the smaller size lots. The entire node is designated I-H (Heavy industrial), the most liberal industrial district, which would allow all manner of industrial development contemplated for this node.

Transportation Plan

The other major portion of the study is the citywide Transportation Plan. The NEDLUTP indicates that the Transportation Plan should form the basis for the Circulation Element in the updated Master Plan. Although with the passage of time some updating is in order, the Transportation Plan can fulfill this role.

NEWARK COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

Author: Newark Economic Development Corporation
Urbanomics

Sponsor: City of Newark

Date: 2001

Status: Final, published report, and an official City document.

Purpose: To set forth recommendations to improve the City's job base and bring jobs to its diverse neighborhoods. It updates the Newark 1997 Overall Economic Development Program.

Brief Synopsis

This plan is divided into two sections. The first section examines current conditions in the Newark; the second presents the challenges, objectives, strategies and priority projects. The first section sets the stage with a data-driven and descriptive analysis, while the second provides the policy and project responses for continuing Newark's renewal.

The Current Conditions section is divided into four chapters. Chapter 1 provides a detailed description of each of Newark's neighborhoods. For each neighborhood, current conditions are discussed, transportation access is described, and lists of community development and service organizations, as well as distinguishing features, are provided. The next chapter provides a detailed overview of the economic and market trends in Newark, northern New Jersey, and the state. This is followed by a chapter covering transportation and environmental conditions. Finally, population and housing are discussed using the most recently available data.

The Current Conditions section concludes that in the wake of economic restructuring that saw the local economy lose thousands of manufacturing jobs, investments in the downtown office core, port, airport, and other transportation infrastructure have laid the foundation for Newark's ongoing recovery. While growth continues in the Service and Transportation sectors, the retail sector appears poised for a revival as Newark gains both population and enhances its position as an employment and entertainment center.

The Objectives, Strategies and Projects section presents the specific recommendations that will build on past successes while addressing Newark's current and future issues and needs. The plan includes 8 Objectives and 49 specific Strategies aimed at rejuvenating Newark's economic and neigh-

borhood infrastructure. The report also summarizes 53 short term and 15 long-term priority projects for the City. Many of these projects have already gotten underway, and many are referenced throughout the plans described in this chapter of Newark's Land Use Plan..

Implications for the Master Plan and Zoning Ordinances

The plan includes several strategies with implications for the Newark Land Use Plan. These are as follows:

Strategy 1.3: To encourage the active use of the City's redevelopment powers to remove blighting influences and inappropriate or incompatible land uses

Discussion: All existing redevelopment areas have been mapped as part of the Land Use Plan. Moreover, the Land Use Plan has incorporated pending redevelopment area plans, including the Pabst Brewery Redevelopment Area and the Newark Arena District.

Strategy 1.6: To foster comprehensive development at appropriate sites in the City that will integrate housing, business and other uses.

Discussion: The Land Use Plan includes several mixed-use districts that promote integrated, mixed use development. These include the CBD district, the S-W special waterfront district, and the M-1 mixed residential/light industry district for the Ironbound.

Strategy 1.7: To provide adequate dedicated parking or on-street parking for residents and visitors.

Discussion: Parking will be addressed in the future Zoning Ordinance.

Strategy 2.1: To identify and provide areas for commercial redevelopment or revitalization near neighborhood population concentrations, established housing clusters, or new residential redevelopment areas.

Discussion: An example of progress given is the recent "Smart Growth" planning grant for Springfield Avenue. Newark's Land Use plan features revised commercial land use districts

for older commercial corridors such as Springfield Avenue, which are located near existing and planned population concentrations.

Strategy 2.2: To support the coordinate planning of neighborhood shopping centers, balancing the potential market-trade areas with the need to maintain the viability of existing neighborhood retailers.

Discussion: An objective of the Land Use Plan is to restrict and consolidate commercial zoning along existing commercial corridors, to promote concentration and synergy. Parking requirements in the zoning ordinance should be reasonable, but not so strict as to preclude new development that recognizes the pedestrian orientation of many of Newark's traditional shopping streets. The Land Use Plan also introduces a new C-SC Shopping center land use class for neighborhood-focused shopping centers.

Strategy 2.5: To encourage design and architectural controls in commercial development and redevelopment area to maintain and enhance the appearance of local shopping areas.

Discussion: Appropriate design controls can be built into the zoning ordinance for specific commercial districts, or included as a special "Design Overlay Zone" that can be mapped along traditional shopping streets. Additionally, very detailed design controls can be incorporated into redevelopment area plans.

Strategy 2.7: To provide additional units of better-quality housing in all of the Newark's neighborhood and to ensure that developers work with community members for resident-focused developments.

Discussion: The residential land use classifications applied to Newark's neighborhoods in the Land Use Plan are intended to promote quality housing of appropriate scale, and to preserve the value of new and existing housing over time.

Strategy 3.2: To encourage station area planning and development activity along the NERL alignment.

Discussion: The bulk of the NERL alignment is designated C-D (Downtown commercial), R-HM (High-rise multifamily residential) or I-L (light industrial). All of these designations allow for intense commercial and residential development, in keeping with the need to provide density along the NERL alignment. Higher-density residential designation may need to be explored along the alignment south of Chestnut Street, where R-LM (Low-rise multifamily residential) or R-HM (High-rise multifamily residential) zoning could be extended to cover a larger area along Broad and Pennsylvania Avenues.

Strategy 5.4: To encourage the development of housing in the CBD to promote 24-hour residential life in the downtown.

Discussion: The CBD district permits housing, along with a variety of commercial uses.

Strategy 6.1: To encourage additional residential development in areas servicing Newark's higher education and health care complex.

Discussion: Much of the land surrounding this complex is designated I-L Light Industry. R-LM designation is provided for the Society Hill development and surrounding lands. The C-D (Downtown commercial) designation east of the complex allows for both residential and commercial development.

Strategy 6.2: To provide sites for light industrial and office space of high-tech and university-based new enterprise development.

Discussion: The I-L (Light industrial) designation surrounding the educational and medical core addresses the issue of site availability.

Strategy 6.3: To encourage retail establishments and related activities to locate in proximity to the City's higher education and health care complex.

Discussion: Substantial commercial land use designation exists in and around the education/health care complex, including C-R (Regional commercial) and C-SC (Shopping center commercial) designations along major commercial avenues, and the C-D (Downtown commercial) designation in the CBD.

Strategy 7.2: Identify uses that are compatible with the New Jersey Performing Arts Center, and encourage their location in appropriate areas.

Discussion: The area around the NJPAC is designated C-D (Downtown commercial), which permits all manner of commercial uses which would complement the center.

Strategy 7.5: To encourage the construction of the Newark Arena as a way to bring convention and other business travelers to the City

Discussion: The Newark Arena District is discussed later.

Strategy 8.3: To reserve areas of the City suited for industrial development primarily near Port Newark and Newark International Airport.

Discussion: The Newark Land Use Plan designates these areas I-H Heavy Industrial, to permit a full range of industrial uses.

SUMMARY REPORT, NEWARK PUBLIC SCHOOLS 5-YEAR FACILITIES MANAGEMENT PLAN

Author: The Hillier Group

Sponsor: The Newark Public Schools
New Jersey Department of Education

Date: October 15, 1999

Status: A summary of the official Facilities Management Plan accepted by the NJDOE.

Purpose: The document is the summary of a court-mandated Five Year Facilities Management Plan for the "Abbot Districts," including Newark. The purpose is to address projected enrollments and program space needs to support the Core Curriculum Content Standards and particularized needs of each Abbott district, and to articulate the corrective actions phased over a five-year period.

Brief Synopsis

The report covers the entire Newark Public School district, and was prompted by a court mandate to perform a Five-Year Facilities Management Plan for the "Abbot District" schools, including Newark. The study found critical issues concerning Newark's school facilities, including the following:

- The average age of a Newark public school is 80 years, with many schools over 100 years old
- Functional, life cycle and current code deficiencies were of such magnitude that an estimated \$390 million would be required to correct them all
- Three of the five SLTs (see below) do not have adequate capacity to accommodate projected enrollments
- As a result of demographic shifts, many schools are overcrowded while others are underutilized
- With so many older schools, many are either much smaller or much larger than current standards recommend. Further, many schools have inadequate classroom size and lack recommended specialized areas.
- Many schools have little or no on-site parking or play areas.

In 1995, the Newark Public Schools district was subdivided into five School Leadership Teams (SLTs). The report addresses the facilities needs of each SLT separately. Each SLT is analyzed in great detail in the report. Existing conditions are described, in terms of capacity, facility condition, and other factors. A plan for redeveloping the school facilities is put forward. Costs estimates are provided, as is an implementation schedule.

Implications for the Master Plan and Zoning Ordinance

The Newark Land Use Plan contemplates that schools (and other public facilities) be a permitted use in every zoning district. Therefore, while the existing and proposed school sites have been mapped, the Newark Land Use Plan, and eventually the new zoning ordinance, will accommodate any new school site or expansion contemplated in the Facilities Management Plan.

THE NEWARK PUBLIC SCHOOLS FACILITIES MANAGEMENT PLAN, SITE EVALUATION STUDY

Author: The Hillier Group
Sponsor: The Newark Public Schools
New Jersey Department of Education
Date: November 2000
Status: A summary of the official Facilities Management Plan accepted by the NJDOE.
Purpose: To locate new sites to be acquired for new schools, or to ascertain the potential for expansion of sites that are currently owned or controlled by Newark Public Schools.

Brief Synopsis

The Newark Public Schools Facilities Management Plan identified the need for substantial school expansion, replacement, and new construction. These needs necessitated the identification of sites to accommodate new or expanded school facilities. This study presents the results of a detailed analysis of 120 potential sites. For each site, there are two sheets: an analysis sheet and a map sheet. The map sheet shows the site location and context. The analysis sheet summarizes the various factors under consideration: Building Characteristics, Site Characteristics, neighborhood Characteristics, Property Ownership, and "Other."

The study notes that while Newark has had many recent revitalization successes both downtown and in the neighborhoods, there is still much to be done to reach community goals for economic, social and community health, and that these new and renovated schools represent the largest community investment many neighborhoods have seen in generations. As such, it is especially important that opportunities be seized for linked redevelopment efforts, so that these investments might help to catalyze further renewal in the neighborhoods where they are sited. The study recommends 9 new schools; 34 replacement schools; 30 schools to be thoroughly renovated; and 14 to be consolidated or discontinued.

Implications for the Master Plan and Zoning Ordinance

The Land Use Element contemplates that schools (and other public facilities) be a permitted use in every zoning district. Therefore, the Master Plan, and eventually, the new zoning ordinance, will accommodate any new school site or expansion contemplated in the Site Evaluation Study. While the plan identifies many more potential sites than will actually be acquired for school construction or expansion, they have been mapped so as to ensure their inclusion in any future plans or development in the City. The Newark Land Use Plan recommends allowing schools in all land use designations, ensuring that wherever future new or expanded schools are located, they can be built under the Plan.

PASSAIC RIVERFRONT REVITALIZATION STUDY

Author: Clark Caton Hintz/Ehrenkrantz Eckstut & Kuhn
Sponsor: City of Newark
Date: December 15, 1998

Status:	Final, published report. An official City document, but not formally adopted.
Purpose:	To create a plan guiding future public and private development of the Passaic waterfront for a mixture of open space, recreation, commercial development, cultural amenities, and housing.

Brief Synopsis

The plan covers the development of a new waterfront park and greenway stretching from the Route 1&9 Bridge to the northern City line. The plan is broad in scope, and contains recommendations for the new waterfront park and greenway; commercial and residential development on waterfront sites; transportation and roadway upgrades and access; and design standards for the park and new development.

The plan sets forth a number of design principles. These include:

- The creation of a "grand" amenity along the waterfront, comparable to the Battery Park City esplanade
- The creation of plan for water-based activities, including recreational boating
- Extending the street grid to the waterfront wherever possible, to maximize vehicular and pedestrian access
- Clustering the highest density development around Penn Station where it can be served by transit
- Building on the NJPAC and plaza by extending the plaza and arts uses down to the water
- Rebuilding the McCarter Highway as a landscaped boulevard with regular intersections at least 600-800 feet apart
- Redeveloping Raymond Boulevard as a major gateway with new development.

The first phase of the park development would occur from Bridge Street on the north to Brill Street on the south and east. Later phases would expand the park/greenway north to the City Line and east to the Route 1&9 bridge.

Implications for the Master Plan and Zoning Ordinance

The plan makes several recommendations for development that have implications for Newark's Land Use Plan.

The plan targets a "key development area" consisting of the vacant property between Penn Station, the Legal Center, and the NJPAC. This area is also referred to in the plan as the "key development site." Under the Newark Land Use Plan in Chapter 5, the portion of this area between McCarter Highway, Raymond Boulevard, and the water is designated S-W for Waterfront uses. The Waterfront Plan contemplates three new office buildings and a hotel for this area. Since the S-W designation is a mixed-use district, this proposed development can be accommodated under the Newark Land Use Plan. Two additional office towers with ground floor retail are contemplated for sites across Center Street from the NJPAC. These sites are located in the area designated C-D (Downtown commercial), which specifically encourages such structures.

Two office buildings are also planned for the area immediately east of the Northeast Corridor rail viaduct. One is identified as an extension to the existing Hartz Mountain complex, which is home to NJ Transit and Blue Cross/Blue Shield; the other is to be developed by Edison, which owns the underlying parking lot. These projects are both within the S-W (Waterfront uses) designation, which allows for such development.

Further to the east is an area north of Market Street originally designated C-C (Community commercial) for neighborhood business and M-1 Mixed-use for light industry mixed with residential uses. The Waterfront Plan calls for new, low-rise residential development in these areas. This area has been included in the S-W Waterfront land use designation to allow redevelopment to go forward consistent with the plan. (Note: The same sites were also targeted for mid-rise residential development in the *Economic Development, Land Use and Transportation Plan*).

In addition, there are several recommendations for roadways in the vicinity of the waterfront, including McCarter Highway. These include the reconstruction of McCarter Highway as a landscaped boulevard, with at-grade intersections allowing access to the waterfront; and several new street extensions. These recommendations should be accounted for in the transportation element of the Master Plan, when completed. They should also be reflected on the City's Official Map as mapped streets, to prevent development from occurring in the rights-of-way before the streets can be constructed.

NEWARK ARENA DISTRICT REDEVELOPMENT PLAN

Author: Ehrenkranz Eckstut & Kuhn Architects PC

The Hillier Group Architects

Sponsor: City of Newark

Data: January 10, 2000
Status: Not adopted—redevelopment area has not yet been designated
Purpose: To set forth the parameters of the redevelopment plan and the regulations governing development in the redevelopment area.

Brief Synopsis

This is the Redevelopment Plan for the proposed Newark Arena District Redevelopment Area. The plan contemplates the development of both an indoor arena and outdoor sports stadium in the downtown south of Market Street and east of Broad Street. Lands not occupied by the stadium and/or arena would be devoted to a hotel, structured parking, infill commercial and mixed-use development, and public open spaces. The goal of the plan is to further the revitalization of downtown Newark through the creation of mixed-use entertainment-focused district, supplementing the existing daytime office population with increased visitation on evenings and weekends.

The plan divides the redevelopment area into five districts:

1. The Arena District, to house a proposed NJ Nets arena.
2. The Stadium District, to house a proposed soccer stadium.
3. The Preservation and Infill district, where the emphasis is less on redevelopment than on restoring and enhancing the existing fabric.
4. The Mixed-Use Residential and Commercial District.
5. The Neighborhood Rehabilitation and Infill District.

Within the Arena and Stadium districts, there are two sub-areas. The primary sub-area houses the actual use, i.e., the arena or stadium. The support sub-area is used as a staging area during construction, a surface parking area in the short term, and a site for compatible development and structured parking in the long term.

The plan also includes an Intermodal Plaza, which is part of the forthcoming Newark Elizabeth Rail Link (NERL). The Second Operable Segment of the NERL will have a stop serving the arena district.

Implications for the Master Plan and Zoning Ordinances

The Redevelopment Area has not yet been designated, and the Plan has not been adopted. Therefore, the Plan has no immediate implications for the Newark Land Use Plan. In any event, the Newark Land Use Plan designates the area as C-D (Downtown commercial), and arenas are to be a permitted use in this district.

If adopted, the Redevelopment Area Plan will supersede the zoning ordinance. However, the Plan does make recommendations relevant to the Newark Land Use Plan and Zoning Ordinance, including the suggestion that a portion of the study area be removed from the redevelopment area and rezoned.

In the Neighborhood Rehabilitation and Infill district, the plan recommends that the I-M (Medium industrial) district be rezoned to R-HD (High-density one- to three-family and townhouse residential). It further recommends that this district be removed from the redevelopment area. The Newark Land Use Plan designates this area R-HD, except for a C-R Regional commercial designation along McCarter Highway.

The plan makes provisions for removing over time the "transitional uses," or those uses not conforming to the redevelopment area plan. Specifically:

- Currently non-conforming uses remain non-conforming unless the Redevelopment Plan specifies otherwise. This means that the status of the zoning ordinance at the time of the Plan's adoption influences which uses will be considered non-conforming.
- Conforming uses rendered non-conforming under the redevelopment ordinance will remain conforming until the property becomes vacant and/or is either substantially rehabilitated or redeveloped.

Moreover, existing buildings may be acquired for rehabilitation if their owners do not undertake upgrades.

Required office parking in the redevelopment areas is, at minimum, one space per 1,000 square feet.

NEWARK ARENA DISTRICT REDEVELOPMENT AREA INVESTIGATION: SUMMARY REPORT

Author: Schoor DePalma
Sponsor: City of Newark
Date: March 22, 2000
Status: Final draft. Redevelopment area not yet designated.
Purpose: To determine whether an 11-block area, more commonly referred to as the Newark Arena District, qualifies as an "area in need of redevelopment" as provided under NJSA 40A:12A.

Brief Synopsis

The report presents the results of a Redevelopment Area Investigation for the study area bounded by Market Street and Edison Place to the north; Broad Street to the west; Green Street to the south; and McCarter Highway to the east.

The study begins with an analysis of the planning context of the redevelopment area. This includes its proximity to Penn Station, and relationship to the NJ Transit publication *Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities*. The report also looks at the relationship of the Arena District to other downtown plans and redevelopment areas. The plan then examines each of the properties against the statutory requirements for determining an area in need of redevelopment.

Although no summary of findings is provided, the report finds that the overwhelming majority of properties within the redevelopment area meet one or more of the criteria of the redevelopment area statute. Specifically, the report found that the study area was characterized by dilapidated buildings, unimproved parking lots, vacant property, and diverse ownership.

Implications for the Master Plan & Zoning Onliness

The Redevelopment Area has not yet been designated, and the Redevelopment Area Plan has not been adopted. Therefore, this document has no immediate implications for Newark's Land Use Plan. As indicated before, Newark's Land Use Plan does include arenas as a permitted use in the C-D (Downtown commercial) designation.

REDEVELOPMENT AREA STUDY FOR THE NEWARK ARENA

Author: Abeles Phillips Preiss & Shapiro, Inc.

Sponsor: City of Newark

Date: March 2000

Status: Final draft. Redevelopment area not yet designated.

Purpose: To determine whether an 11-block area, more commonly referred to as the Newark Arena District, qualifies as an "area in need of redevelopment" as provided under NJSA 40A:12A.

Brief Synopsis

The study was prepared for the Planning Board and Municipal Council of the City of Newark. The area investigated was bounded by Market Street and Edison Place to the north; McCarter Highway to the east, including a portion of the former rail trestle that extends over McCarter Highway to the Pennsylvania Railroad; Green Street to the south; and Broad Street to the west. The study concluded that the area in question meets the statutory criteria for designation as a redevelopment area, based on the following findings:

- The study area boundaries have been appropriately and logically drawn from an overall planning perspective and in consideration of established land uses, property conditions and existing development trends.
- While adjacent areas have experienced major redevelopment over the last several decades, little or no new development has occurred within the study area proper. In fact, the major trend has been the expansion of existing parking areas. As a result, not only is the study area significantly underutilized, but it generates very little employment and minimal tax revenues in the context of its downtown setting.
- Review of aerial photographs indicates that the study area was at one time more intensively developed than it is today. In fact, the overwhelming majority of properties within the study area now consist of either vacant land, parking lots or predominantly vacant buildings. These conditions have worsened through the years as more and more buildings have been abandoned and demolished, only to be replaced by additional parking.

- For the most part, properties within the study area are small and ownership is diverse. This has effectively kept the area largely stagnant and unproductive. In addition, many of the study area properties are in tax arrears or have recently been tax delinquent.
- Most of the upper-floor office spaces in the commercial buildings that line Market Street and Broad Street are now vacant and/or obsolete. A number of these buildings have been abandoned. Some of the ground floor retail stores are also vacant.
- Most of the older, multi-story industrial buildings within the study area are no longer in active use for their intended purposes. Many of these buildings have either been abandoned due to obsolescence or are no longer used for other than storage.
- Residential properties within the study area are largely isolated within what are predominantly non-residential blocks that accommodate older industrial buildings, garages and vacant lots. Some of the buildings are in poor condition and others are apparently being used as rooming houses. Demolition has created additional vacant land that has been dedicated almost exclusively to private and public parking lots.
- The overwhelming number of properties and the large majority of the acreage within the study area meet one or more of the statutory criteria for redevelopment area designation. The prevailing condition within the study area is very clearly one of "an area in need of redevelopment."

In sum, the referenced 11-block study area is stagnant, less than fully productive and very clearly in need of redevelopment in accordance with the statutory criteria for same, as expressly set forth under NJSA 40A:12A-5.

Implications for the Master Plan & Zoning Ordinance

The Redevelopment Area has not yet been designated, and the Redevelopment Area Plan has not been adopted. Therefore, this document has no immediate implications for Newark's Land Use Plan. Newark's Land Use Plan does include arenas as a permitted use in the C-D (downtown commercial) designation.

MOODY'S INVESTORS TOUR REPORT

Author: Moody's Investor Service
Sponsor: Unknown
Date: October, 2000
Status: Unknown
Purpose: The document is a briefing book for a tour of Newark by potential investors.

Brief Synopsis

The report is in the form of a series of self-guided tours of discreet portions of Newark. There are six tour segments in all. Each segment begins with a page showing a map of the tour route, and a list of tour highlights. Maps showing proposed plans and projects within the tour area follow each of the tour pages. The document essentially functions as a synopsis of current project plans and proposals, organized by geography.

Implications for the Master Plan & Zoning Ordinance

As a summary document providing an overview of current initiatives, the report has no implications for Newark's Land Use Plan beyond those already contained in the cited primary source documents.

PABST BREWERY REDEVELOPMENT REPORT AND ACTION PLAN

Author: Schoor DePalma Inc.
Sponsor: Brown & Keener Urban Design
Beacon Planning and Real Estate Advisors, LLC
Newark Economic Development Corporation
Township of Irvington Urban Enterprise Zone
NJRA
Date: May 12, 2000
Status: Unknown
Purpose: The document sets forth a reuse program and plan for the redevelopment of the former Pabst Brewery site and adjacent lands contained within a Redevelopment Area.

Brief Synopsis

The report is divided into two major parts: an Evaluation and Analysis of the study area; and the actual Redevelopment Program. The first part includes five assessments: economic, structural, urban design, environmental, and traffic.

The economic assessment finds that transportation limitations, specifically poor truck access, render the site unattractive for warehousing, industry, research, and office parks. Instead, the plan should focus on neighborhood-scaled retail and services, and new residential development. The structural assessment focused on the Pabst buildings, and found severe deficiencies due to lack of maintenance. The urban design analysis recommended that new development respect the surrounding neighborhood fabric. It also found that only one of the Pabst buildings lent itself to reuse. The environmental assessment, while preliminary, uncovered evidence of lead based paint, asbestos containing materials, and several underground storage tanks, some of which were leaking. Finally, the traffic assessment found that South Orange Avenue would be the primary access roadway for the site, perhaps requiring minor widening near the site to provide turn lanes. Because the Garden State Parkway prohibits trucks, trucks would approach on local streets from Interstates 280 or 78.

The Evaluation and Analysis section also summarized the Community Review process, by which area residents provided input and comments on the redevelopment plan through a series of workshops. The community placed a strong emphasis on accommodating job-creating uses on the site, with a focus on jobs that could reasonably be filled by close-by residents. Other community priorities included the expansion of the Speedway School, including new recreation space; the provision of cultural/social uses; and preserving the existing neighborhood scale, although it was recognized that this goal might conflict with the employment goal.

In Part II, the Plan presents the actual redevelopment program. The land use plan calls for a Neighborhood Commercial center to be created along South Orange Avenue, centered around Grove Street, with ancillary parking lots extending south on Grove Street as far as the Irvington border. The major commercial buildings would be developed on the Pabst site on the south side of South Orange. In other locations, mixed-use buildings featuring apartments over shops are contemplated. The commercial program calls for a 35,000 square foot grocery; a 12,000 square foot pharmacy or convenience store; a bank branch; around 18,000 square feet of "infill retail" or incubator space; and a kiosk.

Outside of the commercial core, infill residential development is to be pursued on several sites, including the block between Grove and Whitney Streets; two blocks straddling Grove Street and fronting on an extended Dassing Avenue; a block between Dassing and 14th Avenues, Grove and 21st Streets; and an area fronting on 19th Street. Other infill housing is proposed for various vacant lots scattered throughout the residential portion of the study area. Much of the housing falls on the Irvington side of the border. The residential program calls for 81 units on Pabst property, including 50 duplex units and 30 senior apartments. 102 units would be built elsewhere in the study area, including 69 duplexes in Newark and 33 in Irvington.

The Plan also includes detailed design guidelines for new development within the Redevelopment Area. These guidelines include the following:

- For South Orange Avenue and Grove Street Frontages: Buildings must have streetside access and parking on the side or rear. Retail stores must devote 50-70 percent of their front area to glass. Each shop must have an individual shop front.
- For residential development: New infill development should complement existing residential development. New development shall be two stories except senior apartments which may be three stories. Service alleys in the rear are to be provided wherever possible. Each new dwelling shall include an existing or newly planted street tree.
- Signage: One projecting ("shingle") sign and one cornice sign is permitted for each business. Lighting must be external for all signs, and signs are limited in size and placement. Awning and canopies are permitted subject to restrictions.

There are also guidelines for fences, landscaping and street trees. Because the proposed uses are less intense than the uses they replace (when those uses were in operation), no traffic improvements are proposed beyond the reopening of several neighborhood streets. Traffic calming is recommended for the main commercial core to facilitate pedestrian movement. Off-street parking is required for newly constructed commercial uses in the ratio of 3 spaces per 1,000 square feet.

Implications for the Master Plan and Zoning Ordinance

In the Newark Land Use Plan in Chapter 5, the areas designated for commercial development are designated C-C (Community commercial) north of South Orange Avenue, and C-SC (Shopping center commercial) to the south, where the commercial center is to be developed. This designation is consistent with the type and scale of the development proposed in the Redevelopment Area Plan. The remainder of the study area is designated R-MD north of South Orange Avenue, and R-HD to the South. Except for lots fronting South Orange Avenue, the Redevelopment Area Plan calls for the new infill housing to consist of two-family homes, which are permitted in both the R-MD and R-HD designations. In areas where the higher-density senior housing is contemplated, R-HD would be more appropriate.

The Redevelopment Area Plan, if adopted, will supersede the zoning ordinance. Therefore, the details of the redevelopment plan do not need to be reflected directly in the zoning ordinance. The zoning map will be amended to reflect the boundaries of the redevelopment area.

UNIVERSITY HEIGHTS SCIENCE PARK CONCEPT PLAN

Author:	CUH2A, Architects Ford, Farewell, Mills & Gatsch, Architects
Sponsor:	New Jersey Economic Development Authority University Heights Science Park, Inc.
Date:	November, 2000
Status:	Unknown
Purpose:	Describes future development planned for the fifty-acre University Heights Science Park.

Brief Synopsis

The plan is intended to provide a general vision of how the Science Park may physically evolve and become part of the fabric of its immediate neighborhood and the City as a whole. It was prepared as part of the preliminary design process for the International Center for Public Health, which is a major research facility developed within the park.

The Science Park (or UHSP) is a university-related research park overseen by its own non-profit corporation. The concept plan is intended to fit the desired development program of the UHSP into its environs, as well as to provide an efficient working environment for employees of the Science Park. The UHSP, as currently envisioned, may accommodate up to 600,000 square feet of technology laboratories and offices; 50,000-100,000 square feet of technology incubator space; and up to 400,000 square feet of mixed research, commercial retail, office, parking and open space, a new Science High School, and some infill housing.

More specifically, the concept plan contemplates the following elements:

- **Research facilities:** Substantial research and development facilities are expected to be construction within the Science Park. These facilities will require very specialized and technical buildings, which could include wet laboratories; clean-rooms; provisions for back-up power; advanced telecommunications systems; specialized water and waste systems; etc.
- **Commercial/Office Facilities:** New or retrofitted commercial space should be developed to complement and support the research facilities. This development might include offices that don't need to be in a laboratory building; institutional space; and retail services for science park employees.
- **Traffic/Transit/Parking:** Traffic and parking improvements are needed to balance the need of Science Park workers to get to and from their workplaces with minimum delay and inconvenience; and residents who shouldn't have to bear undue impacts from the Science Park. The improvements should include connections to major arterials; transit connections; service vehicle access; and adequate employee parking. Traffic signalization, street signage, transit scheduling and structure parking are also among the improvements that are to be considered.
- **Pedestrian Amenities and Open Space:** The long-range plan includes open space, public areas, pedestrian linkages, and improved streetscapes. These are intended to help integrate the Science Park into the immediate neighborhoods.
- **Urban Design Context:** The Science Park should be developed in a manner to integrate and enhance the surrounding neighborhood, as well as provide a more attractive environment for investment.

- Housing: The plan anticipates the development of new housing west of Norfolk Street, to both serve existing residents and provide new housing opportunities.

Implications for the Master Plan and Zoning Ordinance

Since this plan only provides a general vision for future development, the uses it shows on various parcels are not set in stone, and cannot be viewed as official policy. However, since the plan was undertaken with community participation, the Newark Land Use Plan can and should reflect, in a general way, the development vision embodied in the plan. Moreover, the Land Use Plan should encourage the specific uses that are targeted for the Science Park.

Under the Newark Land Use Plan in Chapter 5, most of the Science Park is designated I-L Light Industrial. This land use category permits the type of research and development facilities contemplated for the Park. In an earlier draft, the I-L designation was applied to the portions of the Science Park west of Norfolk Street, which are contemplated for housing development. To ensure consistency with the Concept Plan, these areas have been redesignated for residential development. An R-LM (Low-rise multifamily residential) designation is recommended, the same mapped for the Society Hill development to the south.

The portion of the Science Park located north of the Subway right of way is designated in the Newark Land Use Plan in Chapter 5 as C-R (Regional commercial). The Concept Plan envisions research, commercial and office uses in this portion of the Science Park. The C-R designation allows for retail and automotive uses on the ground floor, along with offices above. Since the Concept Plan anticipates ancillary, research-based and administrative offices in this district, rather than research labs; and further calls for retail and services to serve the Science Park employees, the designation is a good fit with the Concept Plan.

FOREIGN TRADE ZONE WEBSITE INFORMATION

Author: The Port Authority of New York and New Jersey
Sponsor: The Port Authority of New York and New Jersey
Date: November, 2000
Status: Informational material
Purpose: Describes the purpose, scope and eligibility for Foreign Trade Zone benefits.

Brief Synopsis

The document is a brief promotional and informational brochure touting the benefits of Free Trade Zone 49, which encompasses land surrounding the Port of Newark and Elizabeth, as well as portions of Bayonne. A Foreign Trade Zone is a site that is on U.S. soil, but considered to be outside U.S. Customs territory. Companies operating within an FTZ may be able to defer, reduce or eliminate U.S. Customs duties.

No duty is paid on the value of labor, overhead or profit added in an FTZ, and no duties are paid until goods exit a zone. Companies can realize substantial duty reductions on parts and materials that have a higher duty rate than the finished goods; are consumed or become scrap during production; or are destroyed or returned due to damage or obsolescence.

FTZ 49 is one of the largest contiguous zones in the nation, with more than 2,400 acres available for use. In addition to FTZ specific information, the brochure also contains general information relating the Port of New York and New Jersey, including intermodal connections, the size of the market which can be reached within one day of the port, and other locational advantages.

Implications for the Master Plan and Zoning Ordinance

In Newark, the FTZ is bounded by the New Jersey Turnpike on the west, I-78 on the north, and the Newark Bay on the east. The entirety of this area is designated I-H Heavy industrial in Newark's Land Use Plan. Since this is the most permissive of Newark's industrial designations, it should allow practically any conceivable use that would benefit from FTZ status. No changes to the Newark Land Use Plan are indicated.

PROPOSAL FOR PROFESSIONAL SERVICES FOR PREPARATION OF A SOLID WASTE MANAGEMENT PLAN AND RELATED SERVICES

Author: Malcolm Pimle, Inc.
Sponsor: City of Newark, Department of Engineering
Date: February 17, 2000
Status: Proposal was accepted, and Malcolm Pimle eventually prepared a Solid Waste Management Plan for the City (see below)

Purpose: A proposal to provide professional services for the preparation of a Solid Waste Management Plan and related services

Brief Synopsis

The need for a Solid Waste Management Plan had become more pressing, due to several circumstances that would be increasing the amount of solid waste handled in Newark. These included the closing of Fresh Kills Landfill in New York City, which was to result in increased usage of the transfer facilities in Newark, which is host to the Essex County Resource Recovery Facility. Moreover, NJDEP had ordered Waste Management, Inc. to undertake improvements to its two transfer stations in Newark.

The objectives of the study were proposed as follows:

- The identification and location of the various solid waste facilities located throughout the City including an evaluation of their current operating conditions
- An evaluation of the current and potential future volume of solid waste to be disposed of by solid waste facilities located throughout the City
- The identification of potential alternatives for minimizing the impact on the City from the increases in solid waste disposal activities including the identification of prospective sites for the potential consolidation of waste disposal facilities.
- An evaluation of the City's receipt of fair and reasonable host community fees/benefits
- The identification of potential future solid waste management program financing option.

The proposal put forth the following work tasks:

Task Order No. 1—Solid Waste Management Action Plan

- 1.1 Gather pertinent information
- 1.2 Evaluate existing and future solid waste activity impacts
- 1.3 Identify solid waste management program financing options (including the City's host-community fees/benefits)
- 1.4 Prepare solid waste management program action plan

Task Order No. 2—General Solid Waste Consulting Services

The purpose of this task is to provide general solid waste consulting services not defined in Task No. 1, but which may arise over the course of the project.

CITY OF NEWARK SOLID WASTE ACTION PLAN

Author: Malcolm Pirnie, Inc.
Sponsor: City of Newark, Department of Neighborhood and Recreational Services
Date: April, 2001
Status: Draft document
Purpose: To assess existing solid waste facilities, determine the existing and future quantities of waste handled by those facilities, identify alternatives for minimizing solid waste impacts, and compare the host community fees to other communities for fairness and reasonableness.

Brief Synopsis

Solid waste is collected in Newark by two basic means. Almost all residential waste, as well as commercial waste from small businesses disposing of less than 100 pounds per collection day, is handled by the City's Sanitation Department. Larger commercial establishments contract with private waste haulers, which must have a trade waste permit. There are 14 such haulers with permits in Newark.

The City has eight active waste facilities, and another 28 that are inactive or closed. They fall into the following types:

- Transfer Stations, where waste is transferred from trucks to boats or trains for longer distance hauling
- Resource Recovery Facilities, where solid waste is incinerated, waste heat is used to generate electricity, and the resulting energy is sold.
- Recycling Facilities, where reusable materials are reprocessed.
- Scrap Yards, where manufacturing waste is sorted, cleaned and prepared for recycling.

In the year 2000, the City disposed of a total of 459,431 tons of waste, including both the commercial and residential sectors. On a per capita basis, Newark generated 9.2 pounds of waste per person per

day. This is very high compared with the national average of 4.4 pounds, and even higher than the New York City average of over 7 pounds. The high number might be influenced in part by demolition and construction activity.

Neither the City's solid waste ordinance (Title 13) nor the City's zoning ordinance address the siting of solid waste facilities, or the requirements which might be imposed on those facilities.

The report describes the City's roadway system with a focus on how it might best handle truck traffic associated with the movement of solid waste. At the time of the report's writing, the author's were awaiting information from Schoor DePalma regarding designated truck carrying routes within the City.

The report finds that Newark's host community fee of \$3.50 is well above the state-mandated \$0.50 minimum, but lower than some communities which charge upwards of \$6.00. However, the City has not been receiving community fees from most of the transfer sites located within its boundaries, and is currently working to address this through legal action.

The report also recommends that the City consider contracting with a single franchisee to provide solid waste collection and hauling (in lieu of the existing City service), and that the City explore an "Activity Based Costing" approach to solid waste fees. Under this latter recommendation, the City would charge both households and businesses fees for solid waste removal more closely related to the amount of waste generated. Under the current scheme, where waste disposal costs are paid from general revenues, the true costs of waste disposal are hidden from the waste generators.

Implications for the Master Plan and Zoning Ordinance

The Newark Land Use Plan and the Newark zoning ordinance should address which zones ought to allow solid waste facilities of the types described above. The ability of the roadway network to support the required truck traffic, as well as the impact on residential areas, should be a criteria. Either the City's solid waste ordinance, or the zoning ordinance, should be revised to place performance and other standards on solid waste facilities, many of which are owned and operated by private sector entities.

Waste facilities are contemplated as a permitted use in the I-H Heavy industrial designation under Newark's Land Use Plan (Chapter 5). Restricting waste facilities in other districts should prevent such

facilities from locating in areas with inadequate truck access, or where they might impact residential and/or lighter commercial areas.

DOWNTOWN FAMILY AND ENTERTAINMENT DISTRICT

Author: City of Newark
Date: August 4, 2000
Status: Unknown
Purpose: To provide alternative rules for alcoholic beverage licensing in a designated Downtown Family and Entertainment District, thereby facilitating the co-location of restaurants and bars in the downtown.

Brief Synopsis

Currently, establishments wishing to secure a license to serve alcoholic beverages cannot locate within 1,000 feet of any other establishment with such a license. This effectively prevents the development of urban nightlife destination districts, such as are typically found in cities throughout the nation.

Under the new ordinance, the 1,000-foot rule would not apply in the instance of a place-to-place transfer of a liquor license to premises located within the boundaries of the Downtown Family Restaurant and Entertainment District ("District"). The establishment must, however, operate as a restaurant deriving 51% of its sales from food and non-alcoholic merchandise, be of a certain size, and not sell package goods. Moreover, its hours of operation must be 2 hours less than the current rules. Go-go bars and discotheques are not permitted under the new ordinance.

The district as proposed would fall within the following boundaries: From Cley Street south along the Passaic River to the Northeast Corridor tracks; south along the tracks to Chestnut Street; west along Chestnut Street and Spruce Street to Martin Luther King Boulevard; north along MLK Boulevard to I-280; east along I-280 to Broad Street; and north along Broad to Cley Street.

Implications for the Master Plan and Zoning Ordinance

The proposed district is located in an area primarily designated CBD in Newark's Land Use Plan. The district is designated as O-E Entertainment overlay land use designation on the overlay maps of Newark's Land Use Plan.

RFP SMART GROWTH PLANNING GRANT, SPRINGFIELD AVENUE CORRIDOR: SMART GROWTH ALTERNATIVES

Author: Newark Economic Development Corporation
Sponsor: Newark Economic Development Corporation
Date: December 14, 2000
Status: Near completion
Purpose: To create a "Smart Growth" toolkit and guidelines for stakeholders within the Springfield Avenue corridor to use.

Brief Synopsis

This RFP for a Smart Growth Plan addresses Springfield Avenue from MLK Boulevard to Stuyvesant Avenue in Irvington, to promote commercial, retail and mixed uses which address the needs of adjoining residential neighborhoods, passers-by, commuters, and deliveries flowing to and from the downtown. Building on past market research and needs assessments conducted for the corridor, the plan's purpose would be to (1) assess the recommendations for actions flowing from these prior efforts and (2) develop a guide that cohesively sequences the action steps necessary to realize certain physical improvements along the Corridor.

The objectives of the study area as follows:

- » Develop a plan that prioritizes and categorizes sites for development in order to maximize developable sites.
- » Educate stakeholders (including residents, property owners, business operators, elected and appointed officials, community-based organizations) on the principles of Smart Growth planning and development so that they can fully participate in the planning process tailored to the unique characteristics of the Springfield Avenue corridor.
- » Advance community efforts for revitalization, utilizing principles of Smart Growth Planning.
- » Analyze retail services data by reviewing, updating, summarizing and evaluating prior studies and recommendations concerning market demand within this area.
- » Conduct a "Best Practices" investigation to establish successful examples of Smart Growth planning and design in other similar cities.
- » Assess land use and area conditions to draft an area in need of redevelopment study.
- » Draft a redevelopment plan to inscribe into municipal code a cohesive vision for this corridor.

- Develop, evaluate and prioritize streetscape improvements to enhance pedestrian and traffic circulation.
- Conduct community visioning process so that concepts regarding future growth along the Corridor are generated and approved by local residents.
- Balance objectives to establish deliverables.
- Formulate policy recommendations for revisions to the land use element of the master plans of both municipalities.
- Analyze business growth along nearby corridors (i.e., 16th Avenue) to determine feasibility of relocation of certain commercial uses to Springfield Avenue.

To achieve these objectives, the RFP sets forth the following work program:

1. Education of Stakeholders
2. Data collection
 - a. Precedent review
 - b. Land use review
 - c. Identification of streetscape improvements for enhanced pedestrian and traffic circulation
 - d. Consolidation recommendations and plan
3. Community visioning sessions

Implications for the Master Plan and Zoning Ordinance

The plan, if complete, would include:

- Policy recommendations for the Land Use Elements of both the Newark and Irvington Master Plans
- A Redevelopment Area study and plan for sites along the corridor.
- Design guidelines as incorporated into Municipal Zoning Ordinances, to drafted as either (1) an amendment to the existing ordinance, or (2) language for inclusion into an amended draft version of the ordinance.

Each of these proposed deliverables has implications for the Master Plan and Zoning Ordinance; yet, no completed plan exists at this time. When such a plan is completed, it can be reflected in the zoning ordinance, and incorporated into the next Reexamination Report for the Master Plan.

**PROPOSAL: STATE OF NEW JERSEY SMART GROWTH GRANT: TO FORMULATE A
NEIGHBORHOOD-BASED STRATEGY TO REBUILD AND REDEVELOP NEWARK'S CLINTON
HILL AREA**

Author: City of Newark
Sponsor: City of Newark, Clinton Hill Community Collaboration
Date: (no date)
Status: Pending
Purpose: To create a "Smart Growth" toolkit and guidelines for stakeholders to use to guide the future growth of the Clinton Hill neighborhood of Newark.

Brief Synopsis

This document is an application submitted to the New Jersey Department of Community Affairs for a Smart Growth Grant in the amount of \$260,000, to undertake smart growth planning in the Clinton Hill section of Newark. The proposed plan seeks to promote the growth of commercial, residential and industrial uses, to unite the efforts of the City of Newark, the Newark Housing Authority, the Newark Public Schools, relevant state agencies, and the Clinton Hill Community into a cohesive vision for the neighborhood's future.

The study area is generally bounded by Avon Avenue to the north, Elizabeth Avenue to the east, I-78 to the south, and the Irvington border to the west. The study area is further subdivided into three sub-areas:

1. The Core Target Area bounded by Clinton Avenue, Elizabeth Avenue, I-78, and Bergen Street. Detailed land use plans are to be generated for this area, with a view to develop the Belmont-Runyon school site as a hub of the community.
2. Overall Target Area: this corresponds to the entire study area, and will be included in community outreach.
3. The Clinton and Bergen retail corridors are to be a focus for guidelines to encourage the growth of commercial and retail uses along these main arteries.

The Clinton Hill area is one of the most distressed areas in all of Newark. The plan proposes the following objectives:

- Advance community building utilizing principles of Smart Growth Planning.
- Conduct a community visioning process to define community objectives and ideas for their neighborhood's growth.
- Develop a comprehensive plan incorporating land use, education, public safety and job training.
- Assess current planning efforts and ownership patterns.
- Identify, design and propose streetscape improvements to enhance pedestrian and traffic circulation and act as buffers between residential and industrial land uses.
- Educate Stakeholders (including residents, property owners, business operators, elected and appointed officials, community-based organizations) on the principles of Smart Growth Planning.
- Formulate policy recommendations for revisions to the land use element of the master plan.
- Develop a plan that prioritizes and categorizes sites for development.
- Complete an Area in Need of Redevelopment Report in accordance with NJSA 40A:12A-1 et seq.
- Develop a Redevelopment Plan and amend existing plans as necessary.

To achieve these objectives, the plan sets forth the following recommended scope of work:

1. Data collection
 - a. Precedent review
2. Land use review
3. Identification of streetscape improvements for enhanced pedestrian and traffic circulation
4. Community communication
 - a. Identify a facilitator to oversee the planning process
 - b. Data compilation
 - c. Initiate 'collaboration' process
 - d. Determine needs
 - e. Identify resources
 - f. Define recommendation—strategic action plan
 - g. Community communications
 - h. Implementing the action plan
5. Education of Stakeholders

Implications for Master Plan and Zoning Ordinance

The plan, once completed, is intended to provide deliverables including the following:

- A Land Use Plan and Strategic Action Plan for the study area
- Amendments to the Land Use element of the Master Plan
- Amendments to the Economic Development element of the Master Plan
- Design guidelines to be incorporated into the City's zoning ordinance
- An Area in Need of Redevelopment Study
- A Redevelopment Plan for the Overall Target area which is community-driven

Each of these proposed deliverables has implications for the Master Plan and Zoning Ordinance; yet, no completed plan exists at this time. When such a plan is completed, it can be reflected in the zoning ordinance, and incorporated into the next Reexamination Report for the Master Plan.

It should be noted that the Core Target Area of this plan contains the South Ward Industrial District node in the *Newark Economic Development, Land Use and Transportation Plan*.

APPLICATION FOR SMART GROWTH PLANNING FOR AIRPORT SUPPORT ZONE

Author:	City of Newark
Sponsor:	City of Newark
Date:	(no date)
Status:	Application for grant funding—unknown if the grant was received, the plan went forward, is underway, or is completed
Purpose:	Obtain a grant to implement "Smart Growth" planning principles that can be translated into a development area planning "framework," to be used by developers and community members to follow in determining the best reuse and redevelopment of the City of Newark's <i>Airport Support Zone</i> .

Brief Synopsis

This document is an application submitted to the New Jersey Department of Community Affairs for a Smart Growth Grant in the amount of \$260,000, to undertake smart growth planning in a proposed Airport Support Zone adjacent to Newark International Airport. The Zone is a 75-acre area bordered on the north by the new Airport Railroad Station the east by Routes 1&9/Carnegie Avenue, the south at Virginia Avenue, and on the west by Weequahic Park. The area has at least 20 active businesses and several other structures.

The land is ideal for reuse for airport-related activities, such as food preparation and aircraft maintenance. Several industries, including Continental Airlines, have expressed interest in using some of the land in the Airport Support Zone for their operations. The area is bounded by neighborhoods experiencing high rates of unemployment, and has significant transit access to a large labor pool. As the airport expands and relocates "non-essential" uses off of airport property, the City would like to capture these uses, thus bringing jobs and taxables to Newark.

The grant application sets forth the following elements that will be carried out with the grant:

1. Conduct precedent review of best practices in Smart Growth Planning in similar cities
2. Execute a land use review
3. Implement community involvement in adjacent neighborhoods and among existing business leaders, and relevant local, state and federal officials
4. Produce a Geographic Information System map
5. Administer the grant and oversee the Smart Growth redevelopment process

These elements would be undertaken by a combination of City staff and consultants.

Implications for Master Plan and Zoning Ordinance

The Smart Growth planning process, once completed, is intended to provide deliverables including the following:

- Amendments to the Land Use element of the Newark Master Plan, that relates to land uses within the boundaries of the Airport Support Zone
- Amendment to the Economic Development element of the Master Plan
- Design guidelines that could be used by any potential businesses

Each of these proposed deliverables has implications for the Master Plan and Zoning Ordinance; yet, no completed plan exists at this time. When such a plan is completed, it can be reflected in the zoning ordinance, and incorporated into the next Reexamination Report for the Master Plan.

One possible outcome of the plan should be a strategy for promoting in Newark the capture of the higher-value uses which will be located around the airport, instead of lower-value uses such as vehicle storage.

PORWAY

Author: James Gilford Greller, Executive Staff Associate
Sponsor: New Jersey Department of Transportation
Date: April 16, 1997
Status: Project is still pending, some segments may be underway
Purpose: Describes the Portway project, a dedicated container truck route serving the Port of New York and New Jersey.

Brief Synopsis

Portway is seen as an "urban retrofit" project, involving a series of improvement to a key service route that begins at the Newark-Elizabeth Seaport and Airport complex, extends through an adjacent industrial area north to the Croxton rail yard. The project also proposes a series of major systematic improvements from Union to Jersey City. The project would help relieve existing major congestion, as well as provide the capacity for future growth. The project cost was estimated at \$290 million in 1997.

The project addresses the following factors:

- A doubling of cargo volumes moving through the port, once dredging is complete
- Doublestack service feeding domestic as well as intermodal freight growth at Conrail's railheads
- New commercial activity at the nearby Orion Discount Shopping Mall expected to generate an average of 60,000 trips per day
- Nearby airport passenger and airfreight growth

The project consists of the following recommended initiatives:

- Truck-only Turnpike access between exits 13A and 14
- An express rail flyer that eliminates the at-grade rail crossing between Conrail's Greenville Branch
- A new container way, which would begin with a new intermodal service on highway on Conrail's Croxton facility, connect to a redesigned Charlotte Circle, proceed over an improved Fish House Road, and cross over Route 1&9 onto Central Avenue.
- A new bridge over the Passaic River, connecting Doremus Avenue in Newark to Central Avenue in Kearny.

Implications for the Master Plan and Zoning Ordinance

The Portway project includes a new road and bridge in Newark. Both improvements are located in the area designated I-3 for heavy industry. Although the project does affect Newark's circulation plan, it has no immediate implications for the Land Use Element. The project is expected to feed growth in the port and port-related activities, which can be accommodated in the I-3 land use designation.

RFEI NEW NEWARK FOUNDATION, INC., PARCELS A, B, C & D, NEWARK, NJ

Author: New Newark Foundation

Ehrenkrantz Eckstut & Kuhn Architects (attached Development Plan)

Sponsor: New Newark Foundation

Date: (No date)

Status: Unknown

Purpose: To solicit developer interest in four parcels located within the downtown.

Brief Synopsis

Startup funding has enabled the New Newark Foundation (NNF) to target and gain control of a number of contiguous properties in a target area bounded by Washington Street, Central Avenue, Broad Street, and Cedar Street/Raymond Boulevard. A development plan was formulated by NNF with the assistance of a consultant team consisting of Ehrenkrantz Eckstut & Kuhn Architects; Mikesell & Associates, Architects; and Paulus, Sokolowski & Sartor, engineers. The proposed plan is to fill the area with 24-hour activities including housing, retail, entertainment, galleries, restaurant and small office spaces.

The aim of the development Plan is to build upon the recent successes of the NJ PAC, Riverfront Stadium, and revival of the downtown office market. The plan addresses the public realm—the streets and open spaces that set the stage and provide an address for redevelopment. The plan also proposes a vibrant mix of uses, with the following objectives in mind:

- To enhance the image of downtown Newark as a thriving 24-hour regional destination, with uses that encourage and promote an active street life.

- To create a commercial, educational, and cultural destination for residents, students, business people, and to extend the stay of visitors to other attractions such as the PAC, Riverfront Stadium, and Newark Museum.
- To generate an exciting, lively village-like environment.
- To provide convenient, safe and attractive parking.

The specific development parcels identified are as follows:

Parcels A & B—The Hahne and Griffith Buildings

These lots consist of the former Hahne's Department Store and the Griffith Building, both of which are to be retained and reused with retail uses on the lower floors. Residential development is strongly preferred for the upper floors, although proposals for commercial uses will be considered.

Parcel C

The parcel, located south of the Hahne and Griffith Properties, is primarily vacant land. Ground floor retail is required, with the upper floors targeted for additional retail, entertainment retail, or other mixed uses.

Parcel D

The Halsey Street frontage of this block is planned for a new residential building with small, ground floor specialty retail shops. The height of the building can be five stories, yielding a potential for 141,000 square feet. Parking for 250 vehicles is anticipated for two underground levels under the site.

Implications for the Master Plan and Zoning Ordinance

The entire target area, including the four parcels included in the RFEI, are designated CBD in the Newark Land Use Plan. The CBD district permits all of the uses contemplated in the Development Plan. The updated zoning ordinance should reflect bulk and setback requirements consistent with the traditional urban, mixed-use nature of this project.

FROM PARK TO PARK: LINCOLN PARK ARTS CORRIDOR PLANNING PROJECT

Author: Regional Plan Association

Sponsor: Unknown

Date: (no date)

Status: Draft document

Purpose: To build upon the efforts of the existing cultural and business groups in Newark and the opening of the New Jersey Performing Arts Center to create a unified vision and to implement strategic revitalization projects in a recognized Lincoln Park Arts Corridor.

Brief Synopsis

The report provides a background analysis of the role of the arts in revitalization strategies for other downtown areas. The plan seeks ways to complement Newark's cultural jewels (NJ PAC, Newark Museum, Newark Library, Symphony Hall) with a grassroots arts presence in the South Broad Street area around Lincoln Park. Issues addressed include:

- » What should be the boundaries and components of Newark's Arts and Cultural District?
- » What activities, institutions and interventions can help Newark grow as an arts destination?
- » Where have these initiatives been successful, and what can Newark learn from these successes?

The report begins with an overview of the impact of the arts on metropolitan economies, and the extent to which the arts are now a truly regional phenomena. The plan also gives an overview of RPA's Centers campaign, and how that campaign relates to the renewal efforts in central Newark, as well as the role the arts can play in renewal.

Three key elements for the basis to an arts-based revitalization efforts in the South Broad Street area:

- » Discussing the future of Symphony Hall
- » Improving the public environment and streetscape
- » Creating artists' housing and working spaces

With regard to Symphony Hall, the report focuses on the programming vision for the facility, recognizing that much attention has been focused on the physical plant, its maintenance and upkeep. The recommendations include increasing resources and attention on programming; strengthening Sym-

phony Hall's Board of Directors; and programming Symphony Hall to complement, rather than compete with, the NJ PAC. The most important need is for an artistic vision, to attract both audiences as well as philanthropic dollars.

The report also recommends public art and streetscape improvements in the neighborhood, and the creation of artist's live/work spaces. This latter recommendation would take its cue from similar efforts undertaken in Peekskill, Jersey City, and Providence, Rhode Island. The plan proposes supplementing live/work zoning with subsidies in the form of tax abatements and/or grants for artist's housing.

Implications for the Master Plan and Zoning Ordinance

The bulk of the plan addresses uses which are consistent with the CBD and residential land use districts that are indicated for the neighborhood in Newark's Land Use Plan. However, the plan goes forward to propose a special set of zoning regulations for the Lincoln Park/Coast Cultural Corridor. Attached to the plan is a draft amendment to the Zoning Ordinance setting forth the proposed regulations for this district.

The district is divided into three planning areas:

Planning Area 1 is intended to serve as the core area for artist live/work studios and arts and cultural institutions. Its boundaries are Kinney Street to the north, Mulberry and McCarter Highway to the east, South Street to the south, and Washington Street, Lincoln Park, and Pennsylvania Avenue to the west.

Planning Area 2 is intended to serve as the support area for arts and cultural institutions, artist live/work studios, residential housing, and commercial and retail services for artists. This area is bounded by Market Street to the north, Mulberry and McCarter Highway to the east, Murray Street to the south, and Washington Street and Clinton Avenue to the west.

Planning Area 3 is intended to serve as the boundary of the District, the primary area for residential housing and commercial and retail sales of goods and services. This area is bounded by Market Street to the North, NJ Railroad Avenue and the McCarter Highway to the east, the Viaduct to the south, and Market Luther King Boulevard to the West.

The District will serve as a zoning overlay, which provides for new permitted land uses which are in addition to those provided in the Newark City Zoning Ordinance, and incentive packages for artists and property owners. An important new regulatory body created by the ordinance is the Artist Certif-

cation Board (ACB). The board will determine who qualifies as an artist (and therefore is eligible for benefits under the program) and also manage funds generated by a 1 percent impact fee to be levied on the capital improvement costs of all new construction in the City of Newark.

The financial incentives proposed include the following:

- ▶ 50 grants of \$5,000 each available for closing costs for artists purchasing artist market rate live or live/work studios within Planning Area 1. Recipients must live in the Area for six years or forfeit the grant.
- ▶ 50 grants of \$1,000 for artists moving into market rate rental units within Planning Area 1. Recipients must live in the Area for three years or forfeit the grant.
- ▶ A five-year property tax abatement for property owners who renovate or convert their properties into artist work or live/work studios. Approval of the project as an artist work or live/work studio will be carried out by the ACB.

The new use regulations will be as follows:

Planning Area 1—Additional Permitted Uses

- Artist live/work studios certified by the ACB
- Artist work studios certified by the ACB
- Existing artist live/work studios that meet Newark's Land Use Code requirements
- Retail sales of goods and services related to arts and the creation of artist, including, but not limited to, art galleries and arts supply stores.
- Art Performance Space, including, but not limited to, theater, poetry, dance performance or recital, live music
- No parking shall be required for any principal or accessory additional permitted use in the District.

Planning Area 2—Additional Permitted Uses

- The State of New Jersey's warehouse reuse code requirements will be used
- All additional permitted uses in Planning Area 1, except parking requirements will be determined by present zoning requirements

Planning Area 3—Additional Permitted Uses

- All additional permitted uses in Planning Area 1, except parking.

Neither the plan nor the ordinance have been adopted by the City of Newark at this time. Therefore, neither are directly reflected in the Land Use Plan. If and when the ordinance is adopted, it will become a part of the City's Zoning Ordinance, either as an overlay zone or through modification of the underlying District use and parking regulations.

Brownfields Lists (Various)

Authors: Newark Economic Development Corporation
New Jersey Department of Environmental Protection
New Jersey Office of State Planning

Dates: July 1995 (NJ-DEP)
October 12, 2000 (NJ-OSP)
(no date) (Others)

Status: Unknown

Purpose: To provide a listing of known contaminated sites in the City of Newark. Lists vary with regard to level of detail. Some lists are to be used to market sites to potential redevelopers, and contain detailed property and remediation information. Others are simply a property listing with no additional information.

Brief Synopsis

Four lists were provided for review as part of the Master Plan process:

A list of Known Contaminated Sites in New Jersey, Municipal Report for the City of Newark. This list is dated July 1995, and was prepared by the New Jersey Department of Environmental Protection. The list includes the site name, street address, identifier number, status, and a lead contact for each site.

A spreadsheet printout with no authorship or agency information, listing Known Contaminated Sites in Newark. The spreadsheet contains the site's name, address, and identifying number (kcsiteenew1#). Spot cross checks imply that the list contains the same sites as listed in the 1995 NJ-DEP document. A total of 218 sites are listed. Maps are provided showing each site as a discreet point. The maps reveal that these sites are found throughout the City, with a particular concentration in the historically industrial areas.

A printout of Newark Sites listed in the New Jersey Office of State Planning's Site Marketing Inventory. This document is dated October 12, 2000, and can be viewed on the Office of State

Planning web site. Links are provided to maps. This list is intended to help potential developers find suitable brownfield sites statewide, and contains information regarding the level of contamination, remediation performed to date, transportation infrastructure, zoning, ownership, and other details. For many sites, however, the information is incomplete. A total of 26 sites are listed.

The City of Newark Brownfields Opportunities Directory. This undated document is compiled by the Newark Economic Development Corporation. Although less complete than the other lists, it provides much more detailed information. In addition to basic property information such as block and lot, zoning, owner, land area and improvements, the list also provides detailed narratives describing the former use and remediation actions taken to date. A total of 26 sites are listed. The information for some sites is incomplete.)

Implications for the Master Plan and Zoning Ordinance

In theory, zoning should be coordinated with a reuse plan for all brownfields sites. However, these sites are so numerous, and many are so small, that it was not feasible to alter the land use designations in Newark's Land Use Plan based on the existence of brownfields sites. Moreover, the land use policy goals articulated in the Land Use Plan take precedence over the reuse of individual sites.

It should be noted, however, that many of the largest and most marketable brownfield sites are located in areas zoned for industrial uses. Industrial designation will help facilitate the eventual reuse of these sites for industry.

5.0 NEWARK'S LAND USE PLAN

5.1 ASSUMPTIONS, GOALS AND POLICIES UNDERLYING THE FUTURE LAND USE PLAN

The following are the assumptions, goals and policies underlying the Future Land Use Plan for the City of Newark, starting with general or overall goals, followed by those related to specific land uses and areas of the City.

5.1.1 General

- (1) To provide a land use plan which serves as a basis for amending the zoning map and ordinance of the City to be more in keeping with the existing and future proposed land use pattern.
- (2) To reduce the vast amount of land in Newark which is unnecessarily non-conforming with the zoning ordinance, and which requires the City to effectuate positive change through the grant of variances or the adoption of redevelopment plans, instead of through the master plan and zoning ordinance.
- (3) To prevent potentially harmful and conflicting land uses from continuing to be permitted in inappropriate locations by ending the practice of cumulative zoning, i.e., zoning which permits residential uses in commercial areas, and commercial and residential uses in industrial areas.
- (4) To guide positive change that is occurring in Newark by the adoption of the following three principles:

To reinforce the existing land uses in stable areas of the City, where the patterns of land use are already established, and whose condition contributes to the well-being of the community.

To remove zoning barriers and impediments to growth while ensuring a high level of quality of development in developing areas of the City, where private market forces are leading to new development or redevelopment in a manner which is revitalizing the City.

To provide the impetus or incentive for the private, non-profit and government sectors to concentrate new development in areas of the City which are stagnant or declining.

- (5) To bring land use and zoning regulations more in line with modern land use planning techniques and sound engineering practices, to accommodate new forms and types of land use, and to allow for innovation and creativity in the built form.
- (6) To provide a comprehensive City-wide framework within which more detailed, community-based neighborhood planning can be effectuated with grassroots community involvement, following the adoption of the Land Use Element of the Master Plan.
- (7) To provide a basis and framework within which the City can plan for supportive facilities and services through the completion of other elements of the Master Plan, including the community facilities plan, the recreation plan, the economic plan, the housing plan, the circulation plan, the utility plan, the historic preservation plan, the conservation plan, and the recycling plan, following which the Land Use Plan Element will be reexamined and amended as necessary to incorporate and accommodate changes, policies and objectives at a more localized scale.
- (8) To incorporate the goals and recommendations from a myriad of other studies and policy initiatives undertaken by the City of Newark and other governmental and non-profit agencies into the Land Use Plan for Newark, to help guide future development in a comprehensive and coordinated manner.
- (9) To incorporate the goals of the New Jersey State Planning Act, as follows:
 - (a) Revitalize the State's cities
 - (b) Conserve natural resources and systems
 - (c) Promote beneficial economic growth, development and renewal for all residents
 - (d) Protect the environment and prevent and clean up pollution
 - (e) Provide adequate public facilities and services at a reasonable cost
 - (f) Provide adequate housing at a reasonable cost
 - (g) Preserve and enhance areas with historic, cultural, scenic, open space and recreational value

(10) To retain the current grid street pattern in Newark in recognition of several advantages in this urban form:

- (a) the ease with which the grid form can accommodate a wide variety of uses and densities;
- (b) the ability to provide infill development on vacant or marginal land, allowing strong existing uses to remain rather than wholesale clearing and redevelopment of entire blocks or areas;
- (c) the cost savings achieved by reusing existing utilities, including streets, on-street parking, sidewalks, street lights, shade trees, sanitary sewer, stormwater drainage, electrical, and gas lines;
- (d) the extent to which the grid disperses traffic and maintains a free flow of pedestrian and vehicular traffic through neighborhoods with minimal stops, turns or interruptions;
- (e) the extent to which such development and traffic patterns create defensible space, and an on-the-street presence at all times;
- (f) the ease with which law enforcement and safety officials can monitor activities, and travel to and access development in cases of emergency; and
- (g) the extent to which the grid pattern encourages uses to face the public street thereby providing a greater connection to the neighborhood and a sense of community.

(11) To capitalize upon Newark's historic heritage in the revitalization and rebuilding of Newark's downtown, waterfront and neighborhoods, and to be sensitive to the needs of and be mindful of preserving and protecting Newark's historic districts and buildings.

(12) To protect residents and employees from the dangers and noise of aircraft landings and takeoffs from Newark Airport, while at the same time restricting the height of buildings and structures in the flight paths so as to minimize interference with airport operations.

5.1.2 Residential Land Uses

(1) To provide opportunities for a wide variety of housing types, with an emphasis on providing decent, safe, affordable housing at appropriate densities to accommodate the socio-economic needs of the population.

- (2) To provide opportunities to rebuild neighborhoods and communities in those parts of Newark which have large areas of vacant or marginal deteriorated land uses, rather than simply filling in such spaces with singular housing or other uses.
- (3) To provide more land which allows two-, three- and four-family detached housing, which has become the housing of choice for both public and private sector builders.
- (4) To halt the proliferation of illegal conversions wherein additional apartments are provided in existing single-, two- and three-family structures, and to ensure the safety and adequacy of housing undergoing such transformation for their occupants.
- (5) To increase home ownership opportunities, and to the extent possible, shift the burden of providing new housing to the private market sector in the City.
- (6) To accommodate the de-institutionalization of low-income, high-rise housing in Newark by providing land for less intensive, smaller-scale housing projects which can be integrated into current neighborhood land use patterns.

6.1.3 Commercial Land Uses

- (1) In the downtown, to require pedestrian-oriented retail uses with useable outdoor amenities to be provided on the ground floor at the street line along the central business district's major streets, to provide an active street life both day and night and on weekends for residents, employees, and visitors, and to stimulate social interaction and a sense of community and pride in the downtown.
- (2) To revitalize and strengthen Newark's retail corridors along the major arterial roads leading into the downtown by focusing new retail uses and renovation on nodes or centers along these corridors where present retail uses are strong or at the intersection of major streets which are most accessible and visible, and to replace the intervening vacant, weak and marginal stretches of frontage along these corridors with primarily residential uses, but also community services and facilities.
- (3) To provide appropriate locations along Newark's retail corridors, where sufficient depth and area is available, and at convenient and accessible locations, for new shopping centers

and mixed-use developments, including ground-floor retail uses, to provide for the convenience and comparative shopping needs of the neighborhood residents.

- (4) To provide opportunities for small convenience-oriented neighborhood retail centers to be provided within Newark's residential areas to meet the daily shopping needs of the residents.
- (5) To preserve and encourage commercial areas that reflect Newark's cultural and national diversity by providing a myriad of opportunities and forms of retail development including pedestrian-oriented, small-scale retail stores with second- and third-floor uses, not just modern strip centers, shopping centers and small and large freestanding retail uses.
- (6) To halt the proliferation and spread of potentially nuisance-inducing heavy retail uses, automotive-oriented in particular, in residential areas and along pedestrian-oriented retail corridors adjacent to residential uses, particularly in those instances where few such uses presently exist.

5.1.4 Industrial Land Uses

- (1) To permit established heavy industrial uses in the Down Neck area to operate and expand without unnecessary land use conflicts and interference from the community, particularly residential uses, and protect them from being converted to other uses. This policy recognizes the rarity of such districts in the region, and the need for such industries to continue operation without the intrusion of residential, recreational, retail or even office uses. Because they provide high-paying skilled employment and generate high tax revenues, they are an important sector of Newark and the region's economy. At the same time, where such uses, due to their present or prior operations, pose a threat to the environment or to the health and safety of the community (e.g., the presence of brownfields), safeguards and improvements in utilities and services and environmental enforcement should be introduced.
- (2) To allow the transformation of older marginal industrial areas not conducive to heavy industry or other modern industrial activities to be developed for cleaner, safer, environmentally-safe, employment-generating uses, such as warehousing, flex space, office development or research. To the extent possible, these uses should be encouraged in areas with

good highway access to permit convenient truck access and to negate their intrusion into residential areas of Newark such as at the on/off ramps of Route 78, Route 280, Route 21, the New Jersey Turnpike, and Route 1 & 9.

- (3) To capture the demand for airport and seaport-related industries on City land adjacent to Port Newark/Newark Airport which are job-intensive and employment-intensive, such as flight kitchens, air cargo handling, hotels, or express mail services, as opposed to land-intensive uses such as long-term parking, car rental, or new automobile storage facilities.
- (4) To allow certain older industrial lands on Newark's arterial street system, such as northern Raymond Boulevard and Frelinghuysen Avenue, to capture wholesale price clubs and big-box retail uses as well as light manufacturing, assembly and storage uses, because of the availability of large, deep lots, good traffic access, and the market demand by Newark residents for such retail facilities in the City rather than having to drive to such facilities elsewhere in Essex, Union or Hudson Counties.
- (5) To allow the older, marginal industrial areas in the South Ironbound neighborhood to be transformed to a mixed-use community, including small-scale residential conversion and infill development, similar to the Ironbound neighborhood. The invasion and succession of mixed housing, retail and small-scale industrial workshops and studios can provide highly desirable, heterogeneous neighborhoods that are vital and interesting. These older industrial lots which are no longer suited to modern industrial activities, with their low ceiling heights, absence of outdoor storage or adequate loading or parking facilities and difficult access within narrow streets far from highway access, are suitable for conversion to residential uses, and will help to transform this area into a new and vital community. Over time, community facilities—schools and parks in particular—will be needed to serve the added population.
- (6) To introduce modern, clean, industrial, warehouses, flex, office and research uses to certain former residential areas of Newark, in order to revitalize such neighborhoods, provide greater land use diversity, and to provide places of employment closer to the resident population (e.g., the South Ward Industrial Park and University Heights Science Park).

(7) To provide opportunities for places of employment to be provided in all neighborhoods of the City to broaden and diversify land use patterns, provide places of employment closer to home, and to stimulate residential and retail development in the surrounding area.

8.1.6 Public and Quasi-Public Land Uses

- (1) To increase the opportunities for providing community services, particularly schools and day care, in areas of the City which have the greatest need for such facilities and services.
- (2) To make provision for the rehabilitation and expansion of existing schools or for the provision of new schools in Newark as a result of the Abbott decision, and to bring Newark's school system in line with the needs of its current and future school population at the neighborhood level.
- (3) To make provision for future neighborhood parks and playgrounds, and indoor recreational facilities and services to meet the diverse recreational needs of Newark's residents.
- (4) To provide locations and opportunities for a network of governmental and non-profit social service facilities and services to provide aid and support to those residents of Newark in need, to sustain communities in transition and to provide a foundation for social and economic change and advancement.
- (5) To provide locations and opportunities for adequate police, fire and other emergency facilities and services in those neighborhoods of the City that are being redeveloped and repopulated.
- (6) To allow Newark's higher education and medical institutions the flexibility to grow and adapt their campuses so that they can continue to be a focal point for the expansion of academic and research activities, clinical care and new industries.
- (7) To focus cultural, performance arts, sports and other entertainment uses on two existing centers—Symphony Hall and the New Jersey Performing Arts Center, and a future center—the site of the proposed Newark Arena.

(8) To accommodate facilities which provide utility services to Newark, including water, sewer, storm drainage, electrical, telephone, gas, cable and other utilities, at appropriate locations and in a manner which does not conflict with or cause disturbance to adjacent uses.

5.1.6 Parking and Vacant Land Uses

- (1) To reduce the presence of surface parking lots and multi-structured parking garages by providing incentives for developers to locate parking underground to the extent possible. While the use of mass transit and pedestrian-oriented development (e.g., concentration of housing close to mass transit stops) would be encouraged to reduce the demand for parking, it is recognized that adequate parking to serve new uses must also be provided.
- (2) To encourage current underutilized surface parking lots in the downtown to be developed with higher-density development so as to enhance the City's tax base, employment base and to provide services to the City's population.
- (3) To provide wherever possible employment, shopping, community services and leisure opportunities within neighborhoods within walking distance of residents to obviate the need for vehicular trips and the need to provide off-street parking areas, but at the same time to recognize the need to accommodate the parking and loading needs for growing commercial, institutional, employment and residential developments in the City.
- (4) To view vacant land and buildings positively, as opportunities for repopulating and rebuilding neighborhoods and communities with new housing, industries, offices, shops, recreational and other community facilities.

5.1.7 Downtown

- (1) To maintain the central business district as the core of Newark and the office center of the region, and to strengthen it with private market retail, cultural and entertainment uses in particular, but also office, hotel and multifamily residential uses.
- (2) To introduce a diversity of land uses in the downtown, but in particular a vertical mixing of uses in buildings, with a focus on retail on the ground floor at street level, and other uses, particularly residential, on the upper floors. The reintroduction of multifamily residential in

the downtown is aimed to enliven the downtown and to create a presence in the evening and on weekends. This will increase safety, provide housing for those who wish to live within walking distance of Newark's downtown offices, Penn Station and the universities and medical institutions in the area, reduce dependence on the motor vehicle, and reduce the need for parking.

- (3) To provide incentives for developers to include underground parking, open space and upper-floor residential uses in the downtown, in the form of density or height bonuses.
- (4) To create and encourage outdoor plazas, open spaces and parks in the downtown as a respite from the urban environment through incentives in the form of density or height bonuses.
- (5) To prevent the street level, ground floors of buildings facing downtown's arterials from being used for non-pedestrian-oriented uses such as parking or office uses, to prevent such buildings from having facades of blank walls or glass with few entrances or without interest to the pedestrian.

5.1.8 Waterfront

- (1) To revitalize Newark's waterfront from the Bloomfield border to Minish Park by capitalizing upon opportunities to create true mixed-use environments with an emphasis on waterfront-related uses and open space, public access and waterfront views, and an emphasis on recreation and entertainment.
- (2) To include and encourage water-based activities on the Passaic River waterfront, including recreational boating.
- (3) To encourage an extension of Newark's street grid pattern to the waterfront wherever possible, to maximize vehicular and pedestrian access.
- (4) To encourage and provide incentives for the highest density development around Penn Station where it can be served by transit.
- (5) To build on the NJPAC and plaza by extending the plaza and arts uses down to the water.

- To redevelop Raymond Boulevard as a major gateway with new development.

5.2 INTRODUCTION

The Future Land Use Plan for the City of Newark, which is described in this chapter, was based upon a consideration of the information collected, the studies reviewed in the foregoing chapter, public meetings held over the past four years, and discussions with City staff and agencies. The Future Land Use Plan has four categories of land use designations: residential, commercial, industrial and special purpose, as well as overlay land use designations. In all there are twenty-two separate designations, as shown in the list below. For purposes of referral and mapping, each land use designation also has a symbol, as indicated in the first column. The residential, commercial, industrial and special purpose land use designations are shown on maps 11 through 18. Existing parks and school sites and future potential school sites are shown on Maps 19 through 26. The overlay land use designations are shown on Maps 27 through 34.

SYMBOL LAND USE DESIGNATION

RESIDENTIAL LAND USE DESIGNATIONS

R-LD	Low density detached single-family residential
R-MD	Medium density detached and semi-detached single- and two-family residential
R-HD	High density attached one- to three-family and townhouse residential
R-LM	Low-rise multifamily residential
R-HM	High-rise multifamily residential

COMMERCIAL LAND USE DESIGNATIONS

C-N	Neighborhood commercial
C-C	Community commercial
C-R	Regional commercial
C-SC	Shopping center commercial
C-D	Downtown commercial

INDUSTRIAL LAND USE DESIGNATIONS

I-L	Light industrial
I-M	Medium industrial
I-H	Heavy industrial

Legend

Residential:

- R-LB Low density isolated single-family residential
- R-MB Medium density multi-family residential
- R-HB High density urban, row-to-row family and townhouse residential
- R-LM Low-rise multi-family residential
- R-HM High-rise multi-family residential

Commercial:

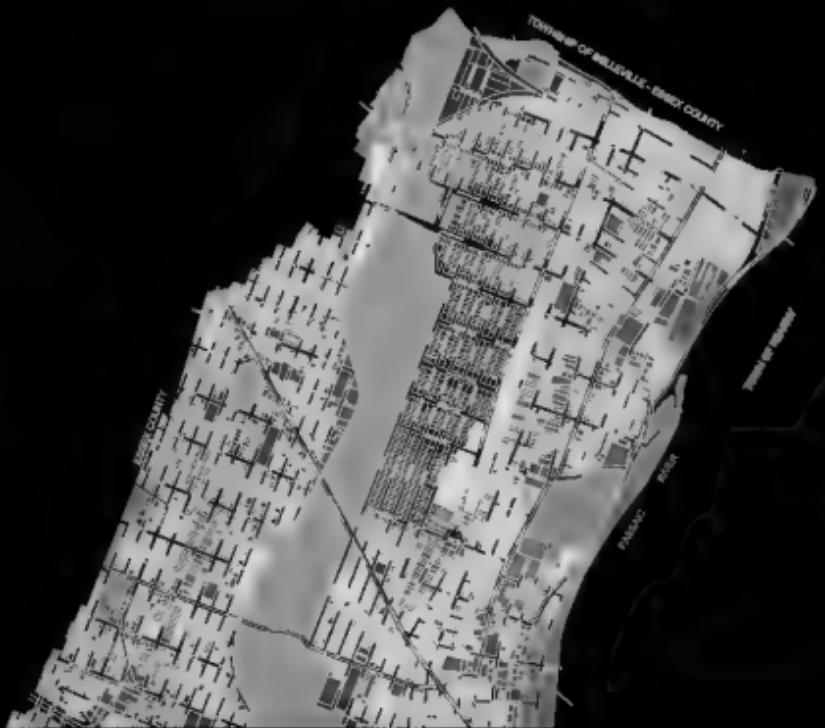
- C4 Neighborhood commercial
- C-6 Community commercial
- C-8 Regional commercial
- C-10 Regional center commercial
- C-9 Business industrial

Industrial:

- I-1L Light Industrial
- I-2L Moderate Industrial
- I-3L Heavy Industrial

Special Purpose:

- S-1 Mixed Use - Residential and Recreational
- S-2MM Government, Institutions and Market
- S-C Parks and open space
- S-W Waterfront uses



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Future Land Use Plan
City of Newark
Master Plan
Berg County, New Jersey



Sheet 1 of 8

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Planning & Real Estate Consultants



SCHOOR DEPALMA
Architects and Design Professionals

Date: Oct. 2001

Legend

Residential:

- R-LB Low density detached single-family residential
- R-M Medium density detached and semi-detached single-family residential
- R-H High density urban or non-densify residential
- R-MU Low density multi-family residential
- R-HU High density multi-family residential

Commercial:

- C-L Neighborhood commercial
- C-O General commercial
- C-R Regional commercial
- C-S Shopping center commercial
- C-P Professional services

Industrial:

- I-L Light industrial
- I-M Moderate industrial
- I-H Heavy industrial

Special Purpose:

- S-R Mixed Use - Residential and Nonresidential
- S-EH Government, Education and Medical
- S-P Parks and open space
- S-B Transportation
- S-W Waterfront areas



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SCHOON DEPALMA

Engineering Services

Date Oct. 2001

Legend

Residential:

- R-LA Low density detached single-family residential
- R-M Medium density residential and mixed residential single & two-family residential
- R-HD High density clustered one-to-four-family residential
- R-LB Low density multi-family residential
- R-HB High density multi-family residential

Commercial:

- C-LA Neighborhood commercial
- C-C Community commercial
- C-R Regional commercial
- C-S Shopping center commercial
- C-B Business commercial

Industrial:

- I-L Light industrial
- I-M Medium industrial
- I-H Heavy industrial

Special Purpose:

- S-L Mixed Use - Residential and Commercial
- S-G Government, Education and Medical
- S-P Parks and open space
- S-E Utilities
- S-W Waterfront uses

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SCHOOB DEPALMA

Engineering and Surveying

Date: Oct. 2001



Legend

Residential:

- R-LD Low density scattered single-family residential
- R-M Medium density scattered low-density residential
- R-HD High density scattered single-family residential
- R-LM Low-density multi-family residential
- R-MM High-density multi-family residential

Commercial:

- C-N Neighborhood commercial
- C-G General city commercial
- C-R Regional commercial
- C-C Shopping center commercial
- C-O Office commercial

Industrial:

- I-L Light Industrial
- I-M Medium Industrial
- I-H Heavy Industrial

Spatial Purpose:

- M-M Mixed Use - Residential and Nonresidential
- M-REM Government, Education and Medical
- M-C Commerce
- M-W Waterfront areas

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City of Newark
Master Plan
Essex County, New Jersey



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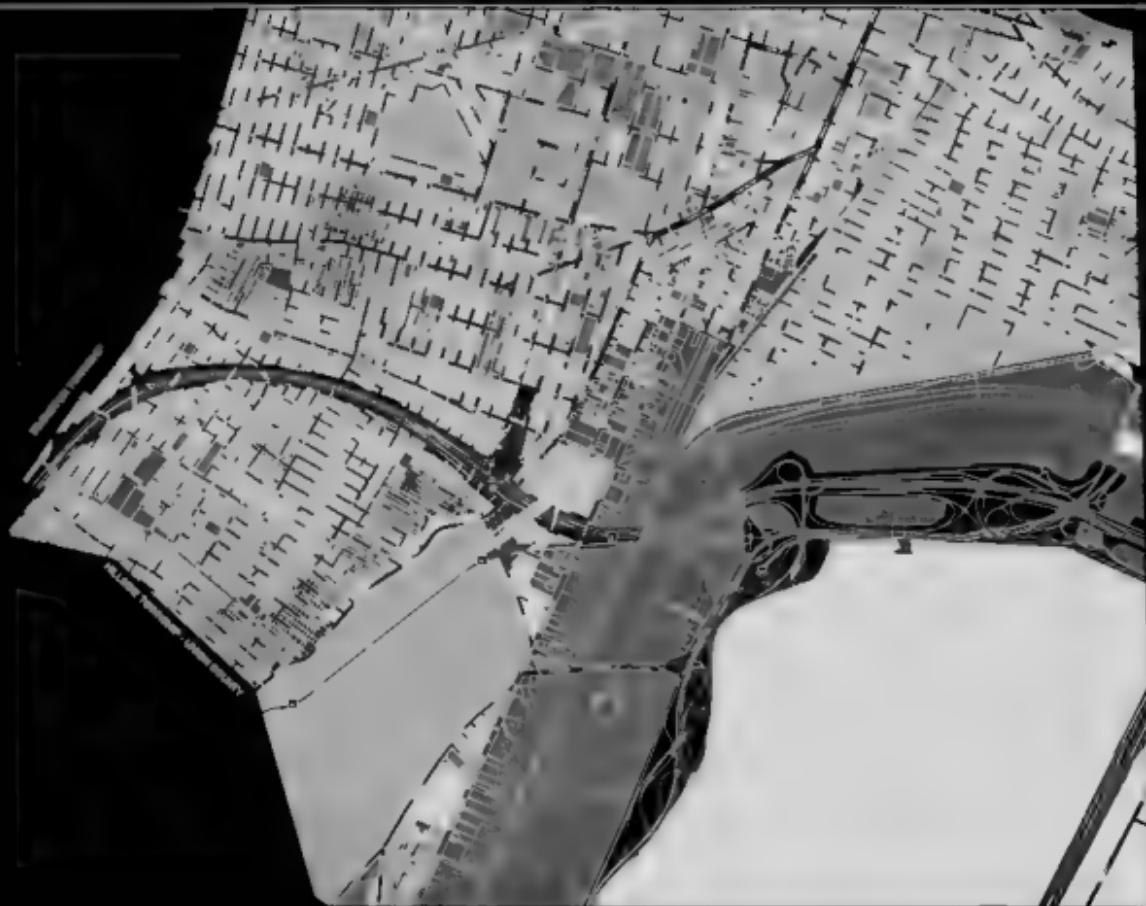
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SCHOOR DEPALMA

Land Use Consultants

Date: Oct. 2001



4

第二部分

	0-12	Low density affected individuals with moderate severity symptoms
	0-16	Low density affected individuals with high severity symptoms
	0-18	High density affected individuals with moderate severity symptoms
	0-24	High density affected individuals with high severity symptoms
	0-31	High density individuals with high severity symptoms

Complete

	C-H	Neighborhood commercial
	C-C	Community commercial
	R-C	Regional commercial
	A-C	Area commercial
	S-C	Suburban commercial

frontiers

Light Brackets

Book Review

- 0.4 Wind Shear - Standardized
- 0.350 Standardized, Directional
- 0.4 Photo and synoptic
- 0.4 Standard
- 0.4 Standard raw

10

Future Land Use Plan
City of Newark
Master Plan

Essex County, New Jersey



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SCHOOL OF PALMIA
SCHOOL OF PALMIA

Legend

Residential:

- R-L1 Long-term residential land currently zoned single-family residential
- R-L2 High-density residential one-to-three-family residential
- R-L3 Low-rise multi-family residential
- R-L4 High-rise multi-family residential

Commercial:

- C-C Neighborhood commercial
- C-B Regional commercial
- C-PC Industrial commercial
- C-O Office commercial

Industrial:

- I-L Light industrial
- I-M Medium industrial
- I-H Heavy industrial

Special Purpose:

- S-U Mixed Use - Residential and Institutional
- S-BB Residential, Educational and Medical
- S-P Parks and open space
- S-W Waterfront uses

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City of Newark
Master Plan
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SCHOOR DEPALMA
PLANNING AND DESIGN CONSULTANTS

Date: Oct. 2001



Legend:	
Residential:	
R-LD	Low-density detached single-family residential
R-SP	Medium density detached and semi-detached single-family residential
R-HM	High density detached one-to-three-family
R-LM	Medium density residential
R-HH	High-rise multi-family residential
Commercial:	
C-N	Neighborhood commercial
C-C	Community commercial
C-R	Regional commercial
C-SO	Shopping center commercial
C-D	Downtown commercial
Industrial:	
I-L	Light Industrial
I-M	Medium Industrial
I-H	Heavy Industrial
Special Purpose:	
S-M	Mixed Use - Residential and Nonresidential
S-GM	Government, Administration and Medical
S-PO	Park and open space
S-C	Conservation
S-W	Wetland areas

**Draft
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City of Newark
Master Plan
Essex County, New Jersey**



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SCHOOR DEPALMA

Engineering and Design Professionals

Date: Oct. 2001

Legend

Residential:

- R-LP Low density detached single-family residential
- R-M Medium density detached and semi-detached single-family residential
- R-H High density attached one-to-three-family and interlocked residential
- R-LH Low-density multi-family residential
- R-HH High-density multi-family residential

Commercial:

- C-N Neighborhood commercial
- C-C Commercial commercial
- C-R Regional commercial
- C-M Manufacturing commercial
- C-O Business commercial

Industrial:

- I-L Light Industrial
- I-M Medium Industrial
- I-H Heavy Industrial

Special Purpose:

- S-M Mixed Use - Residential and Nonresidential
- S-Govt Government, Education and Medical
- S-P Ports and coast areas
- S-C Cemeteries
- S-W Waterfront uses

CITY OF ELIZABETH - UNION COUNTY

Draft
Future Land Use Plan
City of Newark
Master Plan

Essex County, New Jersey



Sheet 5 of 6

0 400 feet



Based on Future Land Use Plan prepared by
Alessio Phillips Previs & Sheppard, Inc.,
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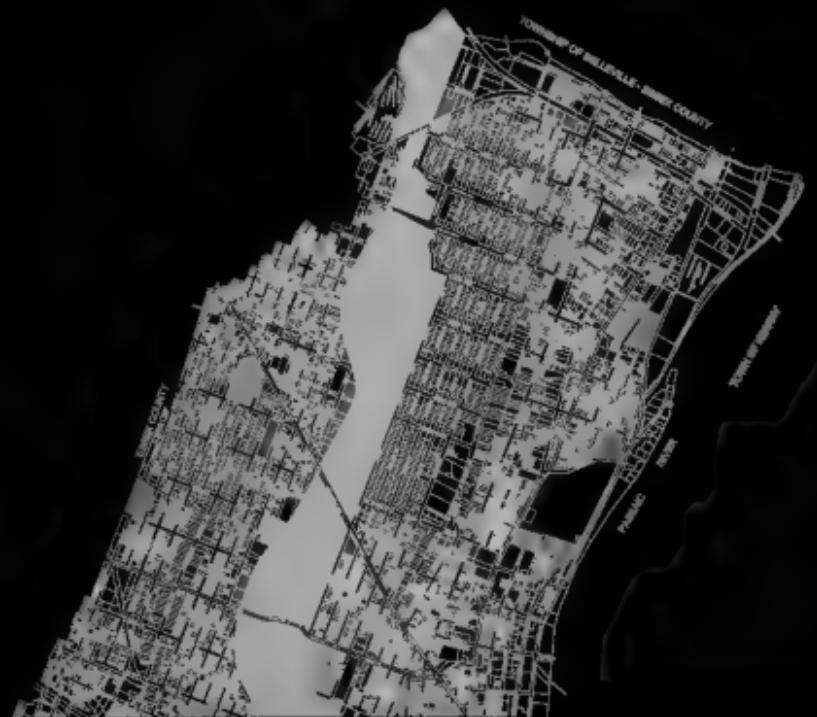
SCHOOOR DEPALMA

Design and Development

Date: Oct. 2001

Legend

-  Existing Parks
-  Existing School
-  Future Potential School Site



Draft
Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey



Sheet 1 of 9



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 SCHOOR DEPALMA
Engineering and Design Professionals

Date: Oct. 2001

Legend

- Existing Parks
- Existing School
- Future Potential School Site



B6A

**Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey**



Page 2 of 3



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SCHOOR DIERAALM
Horeca en Dienstverlening

Date: Oct. 2000

Legend

- Existing Parks
- Existing School
- Future Potential School Site



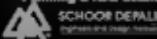
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Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey



Sheet 3 of 8



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Drawn Oct. 2001

Legend

- Existing Parks
- Existing School
- Future Potential School Site



Draft
Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey



Sheet 4 of 8

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SCHOOL DEPALMA

A Planning and Design Firm

Date: Oct. 2001

Legend

- Existing Parks
- Existing School
- Future Potential School Site

**Draft
Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey**



Sheet 5 of 8

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SCHOOLS AMERICA
Planning and Building Education Since 1968, 2000

Legend

- Existing Parks
- Existing School
- Future Potential School Site



Draft
Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey



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SCHOOL DEPALMA
Engineering and Design Professionals

Date: Oct. 2001

Legend

- Existing Park
- Existing School
- Future Potential School Site

CITY OF ELIZABETH - UNION COUNTY

Draft
Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey



Sheet 7 of 8

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SCHOOLS PRENTISS

Map 100-2001

Legend

- [Solid Gray Box] Existing Parks
- [Hatched Box] Existing Schools
- [Dashed Box] Future Potential School Sites

CITY OF NEWARK - NEW JERSEY

Draft
Parks and Schools Plan
City of Newark
Master Plan
Essex County, New Jersey



Sheet 6 of 11

1000 Feet



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 SCHOOLDPALMA,
Engineers and Geoscientists Date: Oct. 2001

SYMBOL	LAND USE DESIGNATION
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SPECIAL PURPOSE LAND USE DESIGNATIONS	
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S-M	Mixed use
S-GEM	Government, Education and Medical
S-W	Waterfront uses
S-P	Parks and open space uses
S-C	Cemeteries

OVERLAY LAND USE DESIGNATIONS	
-------------------------------	--

OH	Historic overlay
O-E	Entertainment overlay
O-AS	Airport Safety overlay
O-C	Coastal overlay

In the text which follows, each land use category is described, followed by a discussion of each of the specific land use designations.

5.3 RESIDENTIAL LAND USE DESIGNATIONS

Five separate residential land use designations are provided in the Future Land Use Plan for the City of Newark. The current zoning for Newark has only four residential zoning districts. The intent in adding an additional designation is to recognize and differentiate between the varied new types of housing which exist or which are being built in Newark—attached residential development (3 to 8 units per structure) or townhouse development—the latter which was not prevalent in Newark until the 1980s.

With respect to uses, the residential land use designations are cumulative, each successive higher density district permits the lower-density housing types of the designations preceding it. For example, whereas the R-LD, the Low-density detached single-family residential designation, permits only detached single-family units, the R-MD—Medium-density detached and semi-detached one- and two-family residential designation, permits both two-family as well as single-family detached residential units. While the designations are cumulative, it should be noted that the mapping of the higher-density districts is based primarily on existing land uses, most of the higher-density designations already contain higher-density multifamily structures. In some instances, for example, such as on Mount

Prospect Avenue and Elizabeth Avenue, which have a number of high-rise housing projects, and have been designated R-HM (High-rise multifamily residential), there are parcels which contain lower-density forms of housing, such as single- or two-family homes. The intent of the designation is to allow and encourage high-rise housing, but recognizing that this may not always be feasible, either because of market conditions by virtue of parcel size and shape, lower-density housing is permitted so that it can continue to exist, or be rehabilitated or expanded without zoning restrictions, or can be converted to a moderate-density multifamily residential use (e.g., 3-story apartments), without restriction.

It should be noted that the reverse is also true. As one moves back down the scale from the higher-density residential designations, they become more restrictive. For example, the R-LM Low-rise multifamily residential designation allows all residential uses except mid- or high-rise housing; in the case of R-LD, the Low-density detached single-family residential, only detached single-family homes are permitted. The intent is to protect the character and integrity of those residential areas and neighborhoods that have an established character and where the establishment of higher-density housing would be an unwanted intrusion, disrupt the neighborhood ambiance and possibly reduce property values. This is not to say that the overall Future Land Use Plan for Newark discourages moderate- or higher-density housing, to the contrary, there are significant areas of Newark which are vacant, or which contain lower-density forms of housing which have been designated with moderate- and higher-density land use designations, both to encourage rehabilitation and redevelopment, and to provide new opportunities to house a wide variety of income levels, household types and life styles.

In general, the residential land use designations are a reflection of the two predominant housing trends which have occurred in Newark in the past 20 to 30 years: (1) the de-intensification of high-density housing, especially public housing, and their replacement with lower- and more moderate-density detached and attached two- and three-family homes, or (2) an intensification of the lower-density housing, where large areas originally zoned and developed as detached single-family homes, which have been transformed into 2-, 3- and 4-family units. Rather than encouraging housing at the two polar extremes of low- and high-density housing, much of the City has been designated for detached one-, two- and three-family units or attached single- and two-family housing, which is the predominant form of housing being built by the public sector (e.g., the City or Housing Authority), by non-profit organizations (such as New Community Corporation), as well as by private builders.

Aside from permitting residential uses, all of the residential designations also recognize the need and desirability of encouraging and accommodating community facilities which are supportive of and

compatible with residential uses, including day care, educational facilities (such as schools), parks and playgrounds, and houses of worship (All of the parks and school sites shown on Maps 19 to 26 have been incorporated into the Future Land Use Plan.) In all such instances, however, supplementary regulations would be provided to ensure their compatibility with residential uses and adequacy with respect to their separation from residential uses. The intent in these instances is to allow for the myriad of supportive community facilities and institutions which are integral to the life of residents and to each community or neighborhood, to be established locally, accessible to and within the neighborhoods of Newark, especially in those which are being rebuilt or repopulated with the introduction of both infill housing and large-scale housing projects. For example, all of the potential future school sites identified in Maps 19 to 26 would be permitted as-of-right within all of the residential land use designations in the Future Land Use Plan. (Note that schools would also be permitted as-of-right in all land use designations in the Future Land Use Plan.)

5.3.1 R-LD Low-density detached single-family residential

This designation is applied predominantly to those areas of the City which presently are zoned R-1—Single-family detached residential and which still retain their predominantly detached single-family residential character. (For an example of the housing types to be permitted under this designation see Figure 4.) Compared to prior master plans, and to the current zoning map indicating the R-1 district, the area designated as R-LD in the Land Use Plan is substantially smaller and more confined. This is because in many areas presently zoned R-1 the single-family houses have been transformed into two-family units, and sometimes even three- and four-family units, or have been the location of redevelopment for attached residential or multifamily development or other non-residential uses.

The intent of this designation is to recognize the diminishing supply of truly detached single-family homes, and where appropriate, to stabilize and protect such areas from future changes to higher densities. As Newark becomes repopulated and revitalized, large areas of vacant land and marginally-used lands will be transformed into attached residential or townhouse or apartment developments, however, to provide diversity to the housing stock of the City of Newark in the future, and a continuing choice of a wide variety of housing types, detached single-family homes will be an important housing choice.

Areas of the City of Newark where the R-LD designation is prevalent include the North Ward, especially east of Branch Brook Park in the Forest Hill neighborhood, portions of Upper and Lower

Vailsburg neighborhoods and an enclave in Upper Clinton Hill in the West Ward, and to the west of Weequahic Park in the Weequahic neighborhood in the South Ward

In this land use designation, the minimum lot size of 5,000 square feet would be retained, as would most of the other current bulk, area and height requirements of the current R-1 district.

5.3.2 R-MD Medium-density detached and semi-detached single- and two-family residential

This designation is applied to those areas of Newark currently zoned R-1, which were originally built as two-family units or which were originally detached single-family houses but have transformed themselves into predominantly detached two-family houses, or which have a mix of both detached single- and detached two-family houses on smaller lots.

There are only a few areas of Newark in which the housing stock was originally designed and occupied as two-family homes. There are areas substantially greater in size and number in which the housing stock was designed predominantly for occupancy as detached single-families which have been converted to two-family homes. Since this housing stock is generally in good condition and stable, and affords many families an opportunity to own or rent a moderately-sized unit with access to on-site private open space and sometimes on-site parking, the R-MD designation recognizes these areas and encourages their upkeep and maintenance. Further subdivision or conversion into more than two units would transform this housing stock into smaller units, and might lead to overcrowding and greater pressure on the existing utilities and service infrastructure in these areas. For example, most were designed to accommodate one large family, not three or four smaller families. The demand for water, sewer, parking, and the impact on traffic and City services are typically far in excess of that which was intended for a single-family house. The retention of these areas as two-family areas would strengthen and stabilize these areas, and retain the diversity of housing choice for Newark's burgeoning population.

Areas of Newark designated for R-MD in the Land Use Plan include certain areas of the Forest Hill, Upper Roseville and Mount Pleasant/Lower Broadway neighborhoods in the North Ward, Upper and Lower Vailsburg in the West Ward, and Weequahic and Dayton/Weequahic Park in the South Ward. In this land use designation the minimum lot size would be 5,000 square feet for detached single-family residential dwellings, but 3,500 square feet for detached two-family dwellings. Most of the bulk requirements would be similar to the R-LD designation, except that the side and rear yard requirements would be reduced.

5.3.3 R-HD High-density attached one- to three-family and townhouse residential

The R-HD High-density attached one- to three-family and townhouse residential designation would be applied to areas of Newark which predominantly contained the following types of residential development in the City of Newark. The first is where detached three-family residential units were built—typically a three-story flat-roofed masonry structure with one residential unit per floor. (For an example of this type of unit see Figure 14.) The second would be areas of the City in which detached single-family residential structures on individual lots have been successfully converted to three-family homes (see Figure 15). The third would be areas where new detached three-family residential structures are being built (see Figures 16 and 17). The fourth would be areas of Newark where residential units of one-, two- and three-families have been built on individual lots but which are attached to the units on either side (i.e., row house or attached single-, two- or three-family units) (see Figures 10, 18 and 19). The fifth would be areas of the City where townhouses have been built, i.e., a single residential unit comprised of two or three floors which is attached to the adjacent unit by a vertical party wall (see Figures 12 and 13). Townhouses can either be located on individual lots (i.e., fee-simple ownership of land and buildings) or where all the units are located on a single lot in common ownership (i.e., condominium ownership), where an individual owns the building, but where the land is held in common ownership).

In addition to those areas of the City where such forms of housing exist, additional areas which have vacant land or marginal land and where the City has begun to provide or where it intends to provide infill housing or redevelopment in the form of townhouses or attached two- and three-family residential units, have also been designated R-HD. In fact, land in the R-HD designation is by far the largest of all the residential designations in the Future Land Use Plan. Such a designation is fitting because of the three major land use trends currently in effect in Newark: (1) the intensification of lower-density areas of the City where once detached single-family uses predominated, and where new detached and attached two- and three-family units are being built; (2) the de-intensification of mid- and high-rise housing projects, where the City, Housing Authority and non-profit organizations have moved residents out of such housing into townhouses or attached two- and three-family homes; and (3) the popularity of such housing for Newark's immigrants—those moving into the City from other parts of the region or those newly-arrived in the United States.

The intent of this land use designation in the Future Land Use Plan is to capitalize upon the trends indicated above, and to allow the public, non-profit and private sectors to provide infill housing, or to redevelop or to rehabilitate marginal existing structures on small individual lots, groups of lots or whole

vacant blocks, so as to re-establish existing blocks and neighborhoods in areas of the City which have undergone decline, but are now being rebuilt and repopulated. Most of the housing being built in Newark today, as well as in the past decade, is of the type permitted by the R-HD designation. There is no sign that the demand for or popularity of such housing is abating.

The R-HD designation is provided in all wards of the City with the heaviest concentration in the residential areas closest to the City's core--the Central Business District and University Heights. In the North Ward it includes: the area between Davenport Avenue and Bloomfield Avenue in the Upper Roseville neighborhood; between Broadway and Summer Avenue, and north of the Mount Pleasant Cemetery in the North Broadway neighborhood; most of the Lower Roseville neighborhood; and between Seventh Avenue and Bloomfield Avenue in the Seventh Avenue neighborhood. In the West Ward it includes most of the Fairmount neighborhood and a small pocket in the southwest corner of Upper Valleyburg. In the Central Ward it includes most of the West Side neighborhood. In the South Ward it includes most of the Upper and Lower Clinton Hill neighborhoods and an area north of Lyons Avenue in the Weequahic neighborhood. In the East Ward it includes large areas of the North Ironbound neighborhood and pockets within the Dayton/Weequahic Park neighborhood.

The minimum lot size for residential dwellings on individual lots would be 3,500 square feet, but the density permitted would be one-family per 1,750 square feet. In other words, a one- or two-family structure could be built on a 3,500 square foot lot, but a 3-family structure would require a lot of 4,250 square feet. If townhouses are built in condominium ownership, i.e., a single building with, say, 8 residential units in the structure, a lot of 14,000 square feet (approximately a third of one acre) would be required. Heights of three stories or 35 feet would be permitted, and setback requirements would be somewhat less than the R-MD standards.

R-LM—Low-density multifamily residential

This designation is applied to those areas of Newark which have been developed with multifamily residential developments of four stories or less. There are historically different types of structures which have been developed in Newark which fall within this category. The first are small structures on individual lots, sometimes freestanding and sometimes attached to a similar building on the adjacent lot, in which there are two or more apartments per floor (see Figure 11). These buildings tend to be masonry (brick) with flat roofs and built at the streetline. Buildings of this type have as few as 6 units (2 units per floor on three floors) and many times substantially more than this. The second type are garden apartments, typically built in the 1950s and 1960s, comprised of a series of individual buildings

or linked buildings containing 2 or 3 stories, with a pitched roof, set back from the street and side lot lines and surrounded by open space (see Figure 20 for an example of this type). The third type are more modern apartments, typically brick or masonry, with flat or pitched roofs, and built by the City, the Housing Authority or non-profit groups in the 1960s, 1970s and 1980s, usually with financial assistance, as a lower-density alternative or replacement to high-rise housing (see Figure 21 for an example). Some of the subsidized housing being built in Newark today is in the form of low-rise multifamily apartments, and sites where this housing is to be located also fall within this designation. Areas of the City designated R-LM are not substantial, and more often than not confined to areas which already have such an established character rather than areas where substantial opportunities for infill or redevelopment housing exist.

Areas designated R-LM include the area south of the Mount Pleasant Cemetery in the Mount Pleasant/Lower Broadway neighborhood in the North Ward, and areas in University Heights and Springfield/Belmont neighborhood in the Central Ward and between Christie Street and Vincent Street in the Airport and Port Newark neighborhood in the East Ward. Scattered sites also exist in the Forest Hills, Upper Vailsburg, Fairmont, South Ironbound and Upper Clinton Hill neighborhoods.

Multifamily apartment buildings within this designation would be permitted a building height of four stories and a density of one apartment unit per 1,750 square feet of lot area (i.e., approximately 25 units per acre). In addition, residential health care facilities, developments which provide housing and some level of health care or assistance with daily living would also be permitted in this designation. Larger, and more intensive civic, community and other institutional uses, than those permitted in the R-LD, R-MD and R-HD designations would also be permitted.

5.3.5 R-HM High-rise multifamily residential

This designation would be applied to all individual parcels where mid- or high-rise housing exists in Newark, or areas where mid- or high-rise housing is the predominant form of housing. Mid-rise multifamily housing would include apartment buildings of five and six stories in height, and be permitted as-of-right under this designation. High-rise multifamily housing are apartment buildings of seven stories and up, and would be permitted by conditional use under this designation. (See Figures 24 and 25.)

Current areas developed with mid-rise housing included in this designation are found in the southwest corner of Upper Vailsburg neighborhood in the West Ward, certain blocks in the University Heights

neighborhood in the Central Ward, and to the east of Weequahic Park in the East Ward. Current and future areas where high-rise housing within this designation either exist or would be appropriate include a long stretch of Mount Pleasant Avenue between Prospect Avenue and Elmwood Avenue, and on the east side of Branch Brook Park in the North Ward, and along Elizabeth Avenue and portions of Meeker Avenue adjacent to Weequahic Park in the South and East Wards.

Mid-rise apartments would be permitted at densities of one family per 1,200 square feet (or approximately 36 units per acre) whereas high-rise apartments would be permitted by conditional use at densities of 50 units per acre. No buildings over 20 stories in height would be permitted.

6.4 COMMERCIAL LAND USE DESIGNATIONS

Five separate commercial land use designations are provided for in the Future Land Use Plan for the City of Newark. The current zoning for Newark has only four retail districts. The intent under the Land Use Plan is to reorganize the commercial designations to be more in keeping with not only the distinct characteristics of the predominantly retail areas that have historically developed in Newark but those which are currently being developed. The Future Land Use Plan, for example, provides a single designation for shopping centers, a relatively new form of retail development in Newark not covered by the current zoning, and distinct from the type of retail that historically developed in the City.

In general the commercial designations in the Future Land Use Plan are a reflection of three major trends in commercial development which have occurred in Newark in the past 20 to 30 years: (1) the loss of retail stores along the City's arterials, owing to the depopulation of adjoining residential areas and lesser dependence on public transportation, so that residents can travel to retail stores rather than walk from home or visit them along trolley and bus routes; (2) the desire of retailers to provide convenient on-site parking in front of their stores (i.e., in a shopping center form) rather than depend on on-street parking spaces; (3) the development of shopping malls and centers outside of Newark, which allows residents of the adjoining communities as well as Newark residents to shop outside of Newark instead of downtown, which used to be a regional retail destination.

The first four commercial designations, C-N Neighborhood commercial, C-C Community commercial, C-R Regional commercial and C-SC Shopping center commercial area essentially retail designations. While all four would also permit other non-retail development such as residential or office development above ground floor, the intent is to provide retail facilities to serve the residential populations in

the neighborhoods of which they are part, or passing motorists traveling through the City of Newark from and to destinations within or outside of the City. In addition, in all four of these land use designations, the development intensities are meant to be low, keeping buildings relatively low with parking to be provided on-street or in off-street surface parking lots, or a combination thereof. The fifth commercial land use designation, the C-D Downtown commercial designation, is different in that it incorporates a variety of land uses beyond retail—including office, entertainment, cultural and residential, and it allows taller buildings at high densities. In many cases parking would have to be provided in multi-level parking structures. As such, the C-D is a more of a mixed-use, higher-intensity commercial designation.

In terms of retail uses permitted within each district, there are differences between the designations, and unlike the residential designations or the business districts in the current zoning ordinance of Newark, they are not cumulative, i.e., each designation does not necessarily permit all the uses permitted in the prior designation. The most concrete example of this in the Land Use Plan is how it treats automotive-related retail (i.e., gas stations, service and repair facilities, automotive sales, etc.). Such uses would only be permitted in the C-R, Regional Commercial designation and would not be permitted in any of the other designations. At the same time some retail uses, such as convenience stores, would be permitted in all designations since they serve residents in the neighborhood, motorists passing through the City's arterials, as well as employees and visitors in the downtown.

Except for the C-C Community commercial and C-R Regional commercial designations, each of the commercial designations has a different physical form. The C-N Neighborhood commercial is applied to the cluster of small retail establishments, typically found at the corners of collector roads in the midst of residential areas. The C-C Community commercial and C-R Regional commercial are found in linear form along portions of the major arterial roadways originating in the downtown and passing through Newark's neighborhoods to join with communities beyond Newark. Typically retail uses are provided in attached one-, two- or three-story buildings at the ground floor, with residential or office uses above. The C-SC Shopping center commercial are typically retail stores in one-story strip or shopping center buildings on deeper lots, set back from the road, with on-site parking provided in front of the stores. In the C-D Downtown commercial designation, retail is provided on the ground floor of attached buildings of several stories, with upper floors devoted mostly to offices or in a few cases residential uses. In many cases in the downtown, buildings are devoted wholly to other uses (offices, multi-level parking garages, hotels, cultural or entertainment uses) without any retail establishments.

Aside from retail use, the commercial designations encourage non-retail uses, particularly residential and office use above ground floor. Civic, cultural and entertainment uses are also permitted in most designations. In some instances, residential and office uses are permitted at ground floor as well as above, both to provide a more mixed-use environment and because, in some circumstances, the demand for retail at ground-floor level would not be sufficient to support additional retail stores.

B.4.1 C-N Neighborhood commercial

This designation is applied to isolated, small-scale, local convenience-oriented retail clusters serving local neighborhoods within predominantly residential areas. Typically these are located on the corners of the intersections of collector streets, or clustered in small groups along such collectors. In Newark typically these stores are the remnants or survivors of business district zoning provided in linear or "corridor" fashion along the length of the collector roads, but where other uses have developed (residential mostly) or where retail stores have become vacant or converted to other uses. The intention is to retain, strengthen and consolidate such neighborhood-oriented shopping areas, by restricting the extent of the commercial designations to a "node" rather than a "corridor" in the midst of and accessible to residential areas.

Uses permitted under this designation would be restricted to convenience type of retail establishments, i.e., providing goods or services needed by residents on a daily basis, where convenience (a short distance from home) is the key. In physical form, development to the streetline is permitted, and attached buildings (i.e., no side yard setbacks) would be permitted. Up to three stories would be permitted to allow the second and third floors to be utilized for small office uses or as residential apartments. Since trips are of short duration, parking would be provided on-street; no off-street parking would be required for the retail uses.

B.4.2 C-C Community commercial

This designation covers the predominantly convenience-oriented shopping corridors which have developed along Newark's major radial arterials emanating from the downtown and running through Newark's predominantly residential neighborhoods. The key distinction between this designation and the C-R Regional commercial designation, which also encompasses the same shopping corridors along Newark's arterials, is with respect to use. In the C-C Community commercial area, retail uses are predominantly convenience-oriented but contain a fair number of comparative or specialty stores, but do not contain automobile-related retail uses such as gas stations, automobile service and repair

stations, auto parts stores, automobile body shop, automotive sales and automotive rentals. The distinction is important for a number of reasons. First, these community commercial corridors tend to have a continuous street wall, shops which are attached to one another and provided along the streetline. This encourages pedestrian traffic, with people either walking from nearby residential areas or parking on the street and visiting multiple stores along these continuous shopping areas. Second, automobile uses often tend to drive higher-quality retail uses from the area. For example, they are not competitive with specialty food stores or restaurants, or entertainment or cultural uses. Third, they are typically single-story uses without upper-floor uses, and are not conducive to creating a residential presence which can enliven and strengthen a shopping area.

The areas designated for C-C Community commercial will reduce the extent of linear corridors which currently permit retail uses. This would help to focus, consolidate and strengthen these areas, and at the same time allow for infill residential uses to provide a more mixed-use orientation.

Areas to be designated C-C Community commercial in the North Ward include Mount Prospect Avenue from Elmwood to Verona Avenue in the Forest Hill neighborhood, Bloomfield Avenue and Orange Street, both from Branch Brook Park to the Bloomfield border, in the Upper Roseville neighborhood. In the West Ward it includes Central Avenue from First Street to the City of East Orange border, and South Orange Avenue in the Fairmount neighborhood, as well as sections of 18th Avenue, Stuyvesant Avenue, Sandford Avenue and South Orange Avenue in both the Upper and Lower Vailsburg neighborhoods. In the Central Ward it includes parts of Clinton Avenue and Elizabeth Avenue in the Springfield/Belmont and Upper Clinton Hill neighborhoods. In the South Ward it includes Lyons Avenue west of Beth Israel Medical Center, Bergen Street north of Lyons Avenue, and Chancellor Avenue west of Clinton Place in the Weequahic neighborhood, and Clinton Avenue in the Upper and Lower Clinton Hill neighborhoods. In the East Ward it includes parts of Ferry Street, Market Street and Wilson Street in the North Ironbound neighborhood, and the area around the Broad Street Station adjacent to the Central Business District neighborhood.

Both area and height regulations would permit zero front and side yards (to allow attached structures at the streetline) and a height of three stories. Parking would be provided predominantly on-street.

8.4.3 C-R Regional commercial

This designation would apply to the same linear retail corridors as the C-C Community commercial designation, but only to those sections of those corridors where automotive uses, in addition to conve-

nience and specialty retail, have been permitted to be established. Along certain portions of the arterial corridors which pass through the City of Newark automotive uses have proliferated. These areas are recognized in this Land Use Plan as C-R Regional commercial land use designation. Automotive uses, as well as convenience and comparative retail establishments, would be permitted to operate, expand, be renovated, and where opportunities exist for new development or redevelopment, new automotive or other types of retail uses could be established. The intent under this designation is to accommodate automotive uses along with other forms of retail development where they already exist, rather than permitting them to intrude in corridors of the City where they are presently absent (i.e., the C-C Community commercial designation). Aside from automotive retail uses, the remaining types of retail and non-residential uses permitted, and the bulk, area and height requirements would be the same as the C-C Community commercial designation.

Areas of the City of Newark in the North Ward included in this designation include: Broadway north of 3rd Avenue all the way to the Belleville border in the North Broadway neighborhood; North Fifth Street in the Heller Parkway area in the Upper Roseville neighborhood; Broad Street, Broadway and Bloomfield Avenue from Interstate 280 to Branch Brook Park in the Mount Pleasant/Lower Broadway neighborhood; and a portion of Park Avenue, west of Branch Brook Park, in the Lower Roseville neighborhood. In the Central Ward it includes certain blocks in the University Heights neighborhood and all of Springfield Avenue in the Springfield/Belmont and West Side neighborhoods. In the East Ward it includes the westerly frontage of McCarter Highway in the Central Business District neighborhood and along portions of Frelinghuysen Avenue in the Dayton/Weequahic Park neighborhood.

6A4 C-SC Shopping center commercial

This designation covers specific parcels in Newark which have been developed or are proposed to be redeveloped as shopping centers. It also includes one property developed as a multi-plex movie theater, the Sony Theater on Springfield Avenue. The intent with this designation is to recognize and allow for shopping centers to be developed to meet the needs of Newark residents and to stem the leakage of retail dollars from Newark to other communities where Newark residents now shop. Over time, as additional sites for shopping centers are identified in Newark, particularly along the linear retail corridors where sufficient depth and land exist to accommodate large retail development, additional land will be placed in the C-SC designation. In addition, as new neighborhood plans are prepared, this designation would be applied to additional sites.

The retail mix in this land use designation would include all types of retail uses found in shopping centers, movie theaters and would have a more regional than neighborhood orientation. On-site parking would be required under this designation. While other uses such as office would be permitted above the first-story retail floor, in most cases it is anticipated that shopping centers would be one-story, exclusively retail developments.

The C-SC designation covers shopping centers throughout Newark from the North Ironbound neighborhood in the east to the Upper Vailsburg neighborhood in the west and from the Forest Hill neighborhood to the north to the Dayton/Weequahic Park neighborhood in the south. No C-SC designation would be provided within or close to the Central Business District.

5.4.5 C-D Downtown commercial

This designation covers Newark's existing central business district, and is more of a mixed-use, high-density development designation rather than a primarily retail designation. The intent is to create a high-density central urban environment with ground-floor pedestrian-oriented retail stores along the major arterials and streets running through the downtown, with high-rise office and residential apartments above ground floor. In addition, cultural, sports and entertainment uses—museums, galleries, performing arts theaters, movie theaters, sports arenas and stadiums, clubs and restaurants—and parks and open spaces would also be encouraged. It is also recognized that multi-level parking structures will have to continue to be built in downtown Newark, especially since many of the parcels that will accommodate these newer uses are currently being used for surface parking lots.

To a large extent the depopulation of the City and the competition from suburban shopping centers and malls depleted Newark's inventory of retail facilities in the downtown in the latter part of the twentieth century. However, the recent resurgence in Newark's cultural, performance related facilities, employment and housing, has provided the downtown with the potential to create a more Citywide diverse shopping district. It is unlikely that new major retail anchors (i.e., department stores) can be enticed back into the City. However, providing street-level convenience and comparative shopping stores along the busiest vehicular and pedestrian streets is a realistic goal. This can be reinforced through zoning (requiring street-level buildings, including office and parking structures, to have retail stores) and through design controls which prohibit introverted mixed-use buildings—ones that include skywalks and elevators allowing people to park, work and shop without ever having to walk on the street.

Exclusively office buildings or wholly residential apartment buildings would be permitted on the fringes of Newark's downtown or on lesser streets which are not connected to the downtown's retail areas. The absence of shopping on these streets would not detract from the pedestrian shopping oriented streets in the center. The integration of other uses—hotels, entertainment and cultural facilities would be allowed both in a horizontal or vertical fashion, i.e., alone in their own buildings or above or below other uses in the same building. Conversion of vacant upper-floor space in the downtown to these uses, or office or residential use is encouraged. Presently vacant parcels, utilized for surface parking—many of which are concentrated on the northern end of the Central Business District neighborhood—represent opportunities for new development.

Access to many forms of public transportation (including the new Newark/Elizabeth Light Rail) will help to bring people into the downtown from outside of Newark or outlying areas of Newark, or allow them to travel from one part of the downtown to another, decreasing the dependence of residents, shoppers and employees on private passenger vehicles. Nevertheless, sufficient off-street parking will have to be provided for the majority who are still likely to come to Newark by car. While multi-level parking structures are to be permitted as principal uses, their frontage on the major downtown arterials should be required to be retail or office rather than a "blank wall." In this way, the downtown will remain pedestrian-friendly without large gaps in the downtown fabric.

Generally, the C-D Downtown commercial designation encompasses all of the present downtown from Interstate 280 in the north down to West Kinney Street in the south, and from McCarter Highway in the east (with a bumpout east at Penn Station into the North Ironbound) generally to University Avenue to the west. Note that the portion of the downtown located between McCarter Highway and the Passaic River would be designated as a special waterfront development area (S-W Waterfront uses) on the Land Use Plan which would allow similar uses to the C-D Downtown commercial, but with a greater waterfront and open space/public access orientation.

8.5 INDUSTRIAL LAND USE DESIGNATIONS

Three separate industrial land use designations are provided for the Land Use Plan for the City of Newark, similar to what is provided in the current zoning ordinance: a light, medium and heavy industrial designation.

While the designations themselves are similar to the current zoning, the areas so designated are different from those on the current zoning map. Large areas of currently zoned I-1 (First Industrial)

have been developed for other uses—particularly residential uses, but also commercial uses. Moreover, the types of industrial and other non-residential uses developed in all three districts do not follow their designations. Less intensive manufacturing uses, and warehousing, distribution, storage uses, freight terminal, cargo handling uses are found in all of the districts not only in the First Industrial district, where such uses would be expected.

In redrawing and redesignating the industrial designations in the Land Use Plan, the I-H Heavy Industrial designation is confined to those areas of Newark where heavy industries—chemical, petroleum, plastics and paint manufacturing or processing, auto salvaging, metal fabrication, etc.—are concentrated, such as in the Down Neck area of Newark. The one exception is the Newark Airport and Port Newark areas under the control of the Port Authority of New York and New Jersey which have historically been zoned I-3 (Third Industrial), but where predominantly light industrial and warehousing/storage uses are found. These areas are retained in the I-H Heavy Industrial designation, so as not to alter the permissiveness of the zoning of the Port Authority's land, and because the development of heavy industry at such a location far from any residential, commercial or even light industrial designations, would cause no harm to these areas.

The I-L Light Industrial designation is the most restrictive designation, primarily allowing office, research, warehousing, flex space, storage and also non-nuisance light fabrication and assembly uses. As such they would not harm adjacent residential or commercial areas, and provide opportunities for new employment in all areas of Newark.

Areas of the City developed with industrial uses which fall in between these two extremes, neither non-nuisance but not heavy industry, would be designated I-M Medium Industrial. Typically such areas would also be located where they presently exist in between or as a transition between the heavy industrial designation and other land use designations.

It should be noted that the industrial land use designations, like the residential classifications are cumulative. For example, the I-M Medium industrial designation would permit all uses in the I-L Light industrial designation and the I-H Heavy industrial designation would permit all uses in the I-L and I-M designations. What is different about these designations in the Land Use Plan from the current zoning is that, whereas the Industrial districts in the current zoning ordinance permit both residential and commercial uses, the Industrial designations in this Land Use Plan do not. No residential uses are to be permitted in an industrial classification, and commercial uses would be strictly limited. The only

commercial uses permitted in the industrial designation would be those supportive retail uses appropriate to a light manufacturing or office or warehouse establishments.

I-L Light Industrial

The I-L Light Industrial designation in the Future Land Use Plan of Newark is intended to encourage low-intensity, non-nuisance light fabrication and assembly-type manufacturing, as well as warehousing, storage, freight and cargo handling, office, flex space, and research facilities. Areas of Newark designated for such use include areas where light manufacturing and warehousing types of activities have been established in Newark's industrial areas, and also vacant lands, or lands containing marginal uses which have been identified through redevelopment plans as potential office/research/industrial parks in neighborhoods which formerly contained housing or commercial uses (for example, the University Heights Science Park area). The I-L designation has also been applied to those small areas that have already been developed for industry in the midst of or adjacent to residential areas, to ensure their compatibility with such residential areas and to regulate the extent of their nuisance-potential activities.

In most instances where the I-L Light Industrial designation has been applied to vacant or underutilized land, such as in the University Heights neighborhood and in the Lower Clinton Hill neighborhood, the intent is to encourage business office park type uses or research office types of facilities rather than manufacturing. In this way, high levels of employment with good wages can be shifted to some of Newark's residential areas, providing jobs closer to home, and hopefully sparking other forms of development or redevelopment—retail and residential in particular—in adjacent neighborhoods (i.e., in the Central and South Wards).

Areas of the North Ward in Newark where the I-L designation is provided includes a triangular area bound by Branch Brook Park and two railroad spurs in the northern part of the Forest Hill neighborhood and on Mount Pleasant Avenue north of Clay Street in the Mount Pleasant/Lower Broadway neighborhood. In the Central Ward a large area south of Interstate 280, including the University Heights Science Park area and areas west of the NJIT in the University Heights neighborhood have been designated I-L. In the East Ward the I-L designation includes: a broad band between Frelinghuysen Avenue and US Route 189 from the City of Elizabeth border up to Power Street; east of Broad Street to McCarter Highway below Parkhurst Street, and north of Newark Airport to the rail lines just south of South Street, in the Newark Airport and Port Newark neighborhood.

5.5.2 I-M Medium industrial

This designation in Newark's Future Land Use Plan is most often applied to older areas of Newark that have been developed for manufacturing type uses and warehouse and storage uses of a type and nature that in general do not produce smoke, noise, glare, vibration and the type of outdoor activities that have nuisance-type impacts on adjacent uses. The intent in this designation is to retain and encourage redevelopment of these types of industrial activities in Newark, but not to allow their transformation to heavy industry. Generally these industries produce high tax rates and high-paying jobs without threatening the quality of life of adjoining residential or commercial areas. In some instances the availability of redevelopment opportunities—particularly large parcels with older empty industrial buildings—can provide existing and future Newark residents with employment opportunities. With Newark's excellent transportation accessibility, and with other communities in the region redeveloping large, older industrial areas for residential and other non-industrial uses (e.g., Harrison, Bayonne), opportunities for new industries or the expansion of existing industries are becoming few and far between in the region. The intent of the Newark Land Use Plan is to provide opportunities for such industries, and to capture those which are being forced out of adjoining communities.

Areas of the North Ward designated I-M include portions of land west of McCarter Highway in the North Broadway neighborhood. In the South Ward, the area at the Interstate 78 on-ramps, including the area proposed for the South Ward Industrial Park in the Lower Clinton Hill neighborhood, is designated I-M, as well as portions along the Irvington border in the Weequahic neighborhood. In the East Ward, the I-M designation includes a large area adjacent to the Passaic River north of Raymond Boulevard from Chapel Street to Blanchard Street in the Newark Airport and Port Newark neighborhood, and an area bound by East Peddie Street, Frelinghuysen, US Route 22 and Elizabeth Avenue in the South Broad Street neighborhood.

5.5.3 I-H Heavy Industrial

This designation in the Future Land Use Plan is applied to areas of Newark that have been developed with the heaviest types of industrial activities, those which have most nuisance-type of activities, and those which are not located adjacent to existing or proposed residential or commercial areas where the continuity of such activities would have deleterious land use impacts. Most of these heavy industries have thrived in Newark because they have excellent road, rail and water access, and because they have not been interfered with or threatened by non-industrial intrusion. Located far from land uses where their activities would be considered a threat, they have been allowed to operate without

disturbance. Since such manufacturing activities are being forced out of communities in the region, and since they are productive, produce high tax rateables and high-paying jobs, their retention and possible expansion in Newark will continue to be an economic asset to the community.

In addition to areas where existing heavy industries are located, the whole Newark Airport and Port Newark area under the jurisdiction of the Port Authority of New York and New Jersey is also designated I-H. While this area is predominantly utilized for transportation-related activities—storage, distribution, cargo handling, freight terminals—and those fall more within a light industrial land classification, the area is presently in the Third Industrial District in Newark's zoning ordinance, and there is no compelling reason to change it.

The I-H heavy industrial designation is confined to the Newark Airport and Port Newark neighborhood in the East Ward. It generally runs east of Route 1&9 from the Passaic River in the north to the rail line just south of South Street and then along the New Jersey Turnpike to Newark Airport's northern boundary, and from this point onward encompasses all of the Newark portion of the Airport and Seaport. In addition to this large swatch of land on the eastern end of Newark, is additional land west of the New Jersey Turnpike just south of the Passaic River in the same neighborhood.

8.8 SPECIAL PURPOSE LAND USE DESIGNATIONS

Newark's current zoning ordinance and map have only traditional "single purpose" type districts: residential, business (commercial) and industrial. Because the current zoning ordinance is cumulative, i.e., allowing residential uses in commercial districts, and both residential and commercial uses in industrial districts, and because the use regulations are permissive (allowing in addition a wide variety of governmental and institutional uses in all districts), there are certain areas of Newark that display unique mixed-use characteristics that defy traditional "single purpose" designations. For example, there are areas in Forest Hill, or in North Ironbound or the South Broad Street neighborhood which have a mix of small-scale residential, retail and industrial activities. There are large educational institutions on whose campuses are buildings devoted to instruction, administration, residency, shopping and recreation which again run counter to "single purpose" designations. Newark also has a large inventory of parks and cemeteries, located under several different land use designations. Finally, Newark has also begun its renaissance with a focus toward revitalizing its waterfront, where it wishes to encourage a mix of uses: office, residential, recreation, shopping and open space. This mix of uses does not fall conveniently into a traditional "single purpose" type of land use designation.

For these reasons Newark's Land Use Plan has five special purpose land use designations, three of which have their own unique mix of land uses and which are applied to specific areas of Newark where this unique mix either exists or is encouraged, i.e., the S-M Mixed-use designation, the S-GEM Government, Education and Medical designation, and the S-W Waterfront use designation. The remaining use designations, S-P Parks and open space, and S-C Cemeteries, essentially recognize the unique nature of the open space type uses, and the desirability of restricting the uses permitted in this area to park type uses or cemetery uses, respectively. Under present zoning, if located in a business district, theoretically residential or retail uses could be established on existing park or cemetery space.

In addition to the unusual mix of uses to be permitted within each designation, is the need to provide flexible bulk, area and height requirements. Whereas in "single purpose" districts each building is provided on its own lot with access to a public street, developments in special purpose designations are more like campuses or planned developments, wherein a single large parcel contains several buildings, private roadways and driveways, on-site parking and open space. In these instances, more flexible bulk controls, such as overall floor area and open space ratios, and setbacks from property perimeters, and minimum distance between buildings on the parcel, are more appropriate. In this way, the overall intensity is controlled, but flexibility is provided as to how development on such parcels is to be laid out.

5.6.1 S-M Mixed use

This designation is applied to those areas of Newark which have developed a mix of uses—residential, retail and light manufacturing—both in horizontal terms (i.e., adjacent to one another) or in vertical terms (i.e., in the same building on different floors). This unique urban environment is both productive and produces a vibrancy that is not often found in communities in New Jersey or in the US. Its retention therefore is a recognition of its value as well as an encouragement to continue. Redesignating such areas for single purpose districts—in most cases it would be for the predominant land use, i.e., residential—would force out shopping and small workshops, fabricators and repair facilities—that give the neighborhood its vibrancy and provide goods and services, and jobs to its residents. The S-M Mixed-use designation does have two caveats: the need to keep development on a small scale (i.e., retaining the block pattern and allowing for individual lot (i.e., infill) development or redevelopment, and the need to control the types of industrial activities permitted, i.e., non-nuisance type of activities, such as trade workshops, service and repair facilities, arts and crafts studios, etc.

The S-M Mixed use designation is applied predominantly in the East Ward to the mixed-use area of the North and South Ironbound neighborhoods, as well as the industrial areas of the South Ironbound neighborhood which are giving way to more residential and commercial uses (i.e., to encourage its transformation from industry to mixed-use). It should be noted that areas of the Ironbound which have more single purpose characteristics are designated as single-purpose districts in the Land Use Plan. For example, Ferry Street is designated C-C Community commercial, and areas which are purely residential are designated R-HD residential. In addition to the Ironbound neighborhoods, a small area north of Verona Avenue in the Forest Hills and North Broadway neighborhoods is designated M-1 in the North Ward.

This designation would allow up to three-story buildings with minimal setbacks, allowing retail ground floor uses with apartments above, as well as small-scale workshops or light industrial shops on the ground floor. In addition, one- to three-family residential uses would also be permitted.

6.6.2 S-GEM Government, Education and Medical

This designation is applied to the large institutional developments or campuses containing government uses (e.g., the Essex County Courthouse), educational institutions (e.g., NJIT, UMDNJ) and medical institutions (e.g., Beth Israel Medical Center), which tend to have multiple buildings on a single block or parcel and which often include on-site parking and driveways and open space. Essentially the designation recognizes that campus-like planned development character of such uses. In such instances zoning controls with large minimum lot sizes, overall floor area ratios and open space ratios provide the flexibility needed by such institutions to renovate, alter and expand their facilities to meet the needs of their employees, students, visitors and clients while at the same time controlling their overall intensity so that the land is not overcrowded, that sufficient space can be provided for parking, landscaping and buffering, and sufficient provision is made to accommodate utility needs (water, sewer, etc.) and for access and on-site circulation.

This designation is applied only to the existing boundaries of these institutions. To the extent that such institutions would wish to expand beyond their current boundaries, the S-GEM designation would have to be extended by application for rezoning.

The S-GEM designation covers all of the City's major medical institutions, and the governmental/educational campuses located in the University Heights neighborhood of the Central Ward.

5.6.3 S-W Waterfront use

This designation is applied to that portion of the Passaic River waterfront that the City intends to redevelop as a mixed-use environment—residential, retail, entertainment and open space uses and office uses—with a particular emphasis and orientation to waterfront activities, i.e., marinas, boating, walkways along the waterfront, outdoor cafes, etc. The area to be so designated not only includes the area in the Passaic Riverfront Revitalization Study, i.e., the area of riverfront adjacent to downtown Newark, but all of the riverfront between the Passaic River and McCarter Highway stretching from the Belleville border in the north all the way to Penn Station in the downtown and then between the Passaic River and Raymond Boulevard from Penn Station to Minish Park in the North Ironbound neighborhood.

Much of the waterfront area adjacent to the downtown has been cleared and is ready for redevelopment. Portions of the area designated S-W Waterfront use between the NJPAC and Interstate 280 are still developed for retail or other uses, and north of Interstate 280, these areas contain mostly active industrial uses. As the market for waterfront development becomes established adjacent to the downtown and the NJPAC area, it is hoped that such uses would spread northward and replace the older industrial and other uses along the waterfront.

5.6.4 S-P Parks and open space

This designation in the Future Land Use Plan is applied to all of the City and County parkland and open space in Newark. These range from single small parcels in the midst of residential areas to the large regional parks such as Weequahic Park and Branch Brook Park. Under current zoning, these parks fall into zoning designations where other uses—such as residential uses—may be permitted. The intent in providing a separate single purpose designation is to recognize them as permanent parks and open space, and to prevent the possibility (however unlikely) of their being utilized for non-park use. A list of the parks in Newark so designated is included in the Appendix.

5.6.5 S-C Cemeteries

This designation is applied to all of the existing cemeteries in Newark in recognition of their existence and their unlikely transformation to other uses.

6.7 OVERLAY LAND USE DESIGNATIONS

Four overlay land use designations are provided in the Future Land Use Plan (see Maps 27 through 34). The intent of the overlay land use designations is to acknowledge the existence of certain additional land use regulations, over and above the underlying land use designations (i.e., the residential, commercial, industrial and special purpose designations) in certain areas of the City. Therefore, land that is within the overlay designation would have to adhere to the regulations of both the underlying designation, as well as the overlay designation. The overlay designation is particularly appropriate in those instances where such additional regulations cover several land use designations, or cover only specific areas of the underlying land use designations.

6.7.1 O-H Historic overlay

This overlay designation encompasses all of the historic districts and historically designated buildings in Newark. For those sites or districts so designated, development would have to adhere both to the requirement of the underlying designation, as well as the restrictions, standards and regulations related to the historic designation.

The historic districts and sites within the designation include: the Four Corners area, the James Street Historic District, the Lincoln Park Historic District, the Forest Hill District, and other various historic sites so designated by the City.

6.7.2 O-E Entertainment overlay

The entertainment overlay designation covers an area of the City incorporating most of the downtown, and essentially allows establishments holding liquor licenses to be located within less than 1,000 feet of one another—a restriction that prevails in all areas of the City which are outside of the overlay district.

6.7.3 O-AS Airport safety overlay

While Newark International Airport is exempt from the requirements of New Jersey's "Air Safety and Zoning Act of 1983," nevertheless, areas adjacent to this airport are and will continue to be susceptible to nuisances or potentially to hazards by virtue of their being below the flight paths of aircraft taking off and landing at the airport, and therefore must be protected through the establishment of an

Legend

- [Light Gray Box] Historic District Overlay
- [Medium Gray Box] Coastal Management Zone Overlay
- [Dark Gray Box] Entertainment District Overlay
- [Black Box] Airport Safety Zone Overlay (Proposed)



Drift
Overlay Districts Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 1 of 8

Based on Map Data compiled and furnished
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Legend

-  Historic District Overlay
-  Cultural Management Zone Overlay
-  Entertainment District Overlay
-  Airport Safety Zone Overlay (Proposed)



**Draft
Overlay Districts Map
City of Newark
Master Plan
Essex County, New Jersey**



Sheet 2 of 6

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Engineering and Design Professionals

Delta Oct. 2001

Legend

- Historic District Overlay
- Coastal Management Zone Overlay
- Entertainment District Overlay
- Airport Safety Zone Overlay (Proposed)



Draft
Overlay Districts Map
City of Newark
Master Plan
Essex County, New Jersey



Street 3 of 8

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SCHOOR DEPALMA

Real Estate Development • Land Planning • Urban Design

Date: Oct. 2001

Legend

- Historic District Overlay
- Coastal Management Zone Overlay
- Entertainment District Overlay
- Airport Safety Zone Overlay (Proposed)



Draft
Overlay Districts Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 4 of 8



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Planning and Design Professionals

Date: Oct. 2001

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- [Light Gray Box] Historic District Overlay
- [Medium Gray Box] Coastal Management Zone Overlay
- [Dark Gray Box] Entertainment District Overlay
- [White Box with Black Border] Airport Safety Zone Overlay (Proposed)



Draft
Overlay Districts Map
City of Newark
Master Plan
Essex County, New Jersey



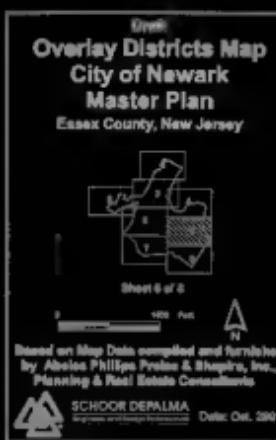
Sheet 5 of 8

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MICHIGAN GEORGIA
Spartanburg, South Carolina Date: Oct. 2004

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- [Light Gray Box] Historic District Overlay
- [Medium Gray Box] Central Management Zone Overlay
- [Dark Gray Box] Entertainment District Overlay
- [White Box with Black Border] Airport Safety Zone Overlay (Proposed)



Legend:

-  Historic District Overlay
-  Cultural Management Zone Overlay
-  Entertainment District Overlay
-  Airport Safety Zone Overlay (Proposed)

CITY OF NEWARK - UNION COUNTY

Draft
Overlay Districts Map
City of Newark
Master Plan
Essex County, New Jersey



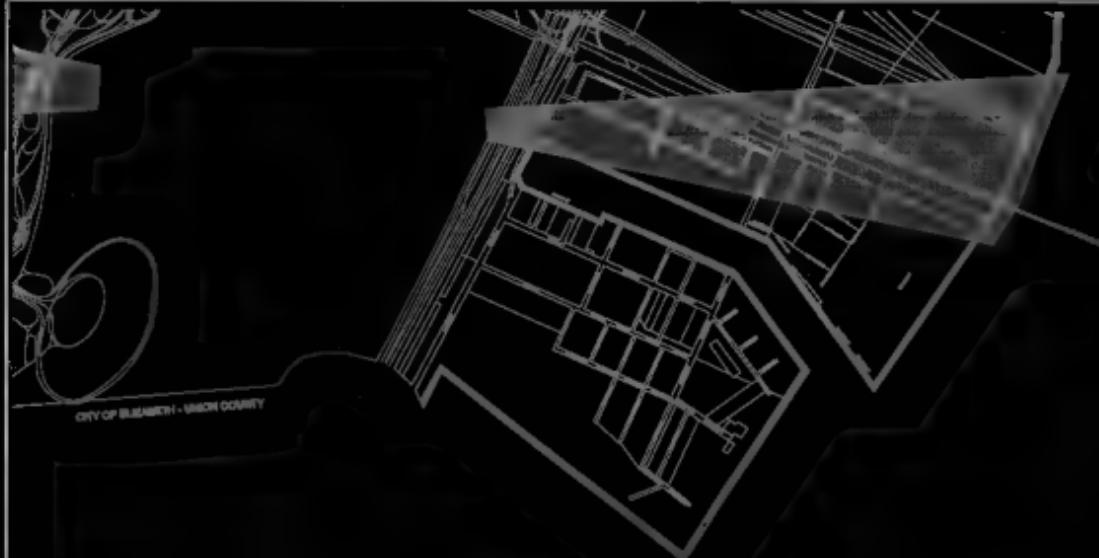
Sheet 7 of 8

Scale: 1 in = 1 mile
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Legend

- Historic District Overlay
- Coastal Management Zone Overlay
- Entertainment District Overlay
- Airport Safety Zone Overlay (Proposed)



**Draft
Overlay Districts Map
City of Newark
Master Plan
Essex County, New Jersey**



Sheet 2 of 2

Scale: 1 mile 1 km



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"airport safety zone." Such areas have been identified by the Port Authority of New York and New Jersey. The Port Authority has proposed the establishment of an Airport Safety Zone within these areas. These Airport Safety Zones are shown on the Overlay Districts Maps at the end of runways 4R-22L, 4L-22R and 11-29. They begin as a narrow, 600-foot bands at the terminus of the runway, and fan outward from this point. The overlay designation would place additional restrictions on uses permitted within the overlay designation, i.e., those most susceptible to the noise and hazards of overhead flights. In addition, this overlay designation places restrictions on the height of structures that can be built or on objects such as trees, within the designation, so as not to interfere with the flight path of aircraft.

5.7.4 O-C Coastal overlay

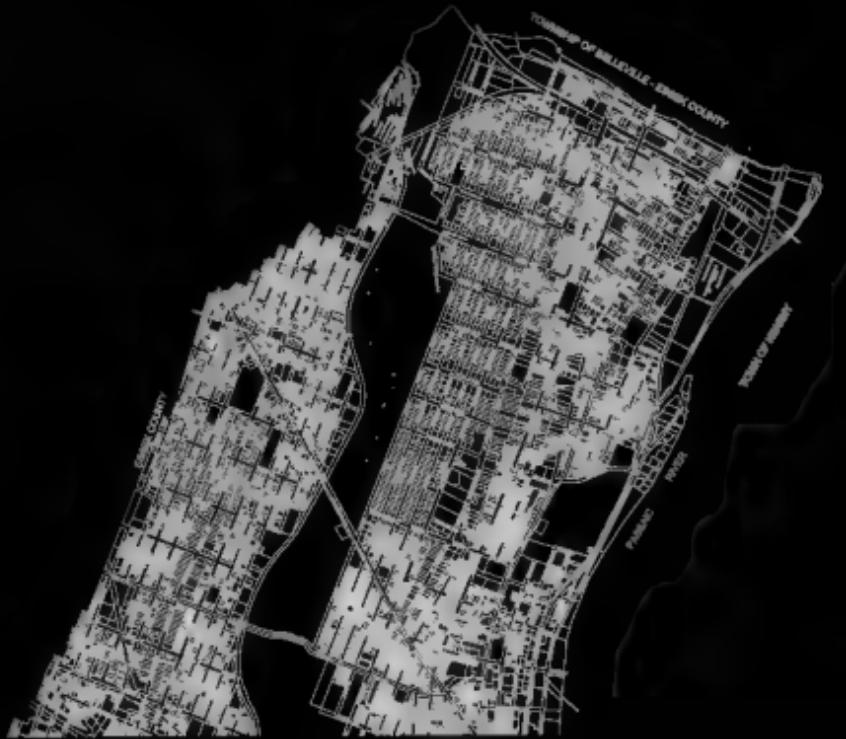
Under the New Jersey Department of Environmental Protection's regulations, and within 100 feet of the Passaic River's filled waterfront edge are subject to the specific regulations of the Coastal Management zone. In such an area, land can only be used for "water dependent uses" or left undeveloped. Since these regulations would constitute additional regulations and restrictions on top of those of the underlying zoning, a 100-foot band along the entire Passaic Riverfront and Newark Bay has been placed in the O-C Coastal overlay designation.

5.8 RA—REDEVELOPMENT AREAS

Since the 1970s the City of Newark has declared a substantial number of properties within the City as "areas in need of redevelopment" and has adopted Redevelopment Plans for such parcels. Such properties range from several blocks in size to scattered small parcels and isolated single lots. The properties falling within these areas have been labeled as "Redevelopment Areas" on Maps 35 to 42, and are listed in the chronological order in which such plans were adopted. (A listing of these can be found in the Appendix.)

Under the New Jersey state statutes (the Redevelopment and Housing Law), a Redevelopment Plan once adopted supersedes local zoning, i.e., the regulations contained in the Redevelopment Plan once adopted govern the area, bulk and design of development, rather than the zoning ordinance. In an effort to comprehensively identify all parcels within the City falling within this category, the redevelopment areas have been placed on a single set of City maps and the land use designations in the Newark Future Land Use Plan have all been made consistent with the Redevelopment Plan for each redevelopment area.

Legend
■ Redevelopment Areas



Draft
Redevelopment Areas Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 1 of 8

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Legend
■ Redevelopment Areas



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Redevelopment Areas Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 2 of 6

Map: Plat



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Legend
■ Redevelopment Areas



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Redevelopment Areas Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 3 of 8

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Legend
■ Redevelopment Areas



Draft
Redevelopment Areas Map
City of Newark
Master Plan

Hudson County, New Jersey



Sheet 4 of 8

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Legend
■ Redevelopment Areas



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Redevelopment Areas Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 6 of 10

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Planning & Real Estate Commission

SCHOOL DISTRICT
APPROVING AUTHORITY Date Oct. 2001

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■ Redevelopment Areas



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Redevelopment Areas Map
City of Newark
Master Plan

Essex County, New Jersey



Sheet 6 of 8

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Legend
■ Redevelopment Areas

CITY OF ELIZABETH - UNION COUNTY

Draft
Redevelopment Areas Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 7 of 9

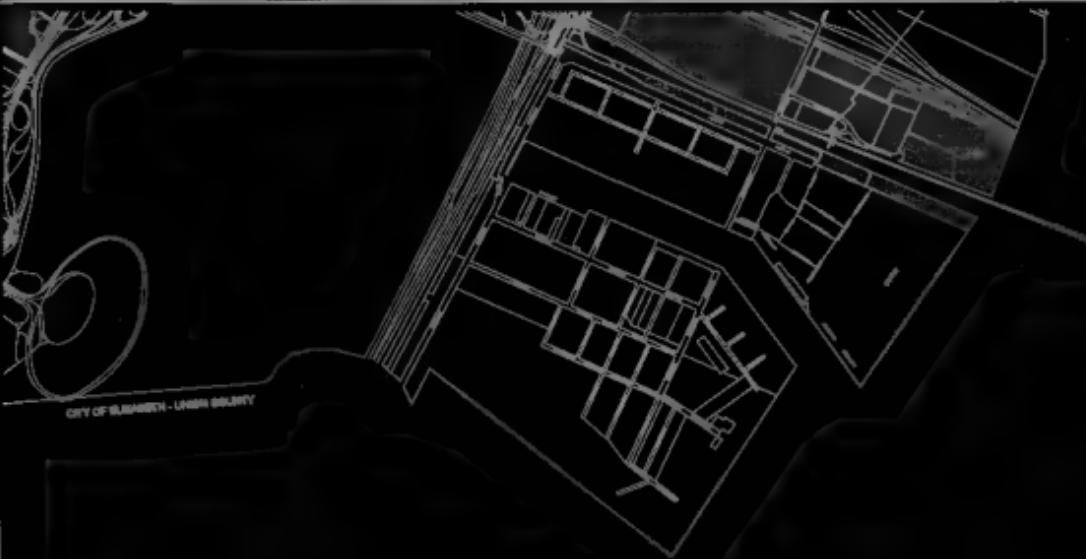
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Legend
■ Redevelopment Areas



CITY OF NEWARK - UNION COUNTY

Draft
Redevelopment Areas Map
City of Newark
Master Plan
Essex County, New Jersey



Sheet 6 of 8

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 SCHOOR DEPALMA
Engineers and Consultants Date: Oct. 2001

8.0 RELATIONSHIP OF NEWARK'S LAND USE PLAN TO OTHER PLANS

8.1 INTRODUCTION

As required under the Municipal Land Use Law of New Jersey, a "master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to: (1) the master plans of contiguous municipalities; (2) the master plan of the County in which the municipality is located; (3) the State Development and Redevelopment Plan, adopted pursuant to the State Planning Act; and (4) the district solid waste management plan of the County in which the municipality is located (NJSA 40:55D28d). The following section of this chapter fulfills this requirement; in addition, the relationship of Newark's Future Land Use Plan to the 1990 Master Plan Reexamination Report is also included.

8.2 RELATIONSHIP TO THE 1990 MASTER PLAN REEXAMINATION REPORT

The 1990 Master Plan Reexamination Report of the City of Newark devotes most of its effort looking back to the 1990 Master Plan. First, it identifies the problems and objectives identified in 1990 Master Plan. Next it indicates the extent to which problems and objectives in that plan have been increased or reduced since 1990. Third, significant changes in assumptions, policies and objectives on which the 1990 Master Plan are based are noted. Only a small portion of the report is devoted to describing recommended changes to Newark's development regulations, which is essentially the focus of this Land Use Element of the Master Plan.

The regulatory changes recommended in the 1990 Master Plan Reexamination Report include:

- (1) That a new consolidated Land Use Ordinance be provided, bringing together all of Newark's laws relating to land use and development, including the new zoning ordinance.
- (2) That: (1) all of Newark's development regulations should be brought together in the process of recodification of the City's ordinance; (2) require a regular update of the master plan when another element has been completed; and (3) to incorporate the results of comprehensive neighborhood planning as it takes place.

This Land Use Element is the first step in the process of comprehensively amending the land use regulations of the City of Newark. The subsequent steps recommended above would help to implement the Land Use Element of the City of Newark.

The section of the 1999 Reexamination Report devoted to Land Use mentions the following land use trends and changes, all of which have been incorporated in this Future Land Use Plan.

- (1) the conversion of formerly industrial land and buildings to residential use in the North and East Wards;
- (2) the conversion of one-family houses to two-, three- and four-family houses;
- (3) the opening of NJPAC and the Newark Bears minor league baseball stadium;
- (4) the planning of the new sports arena in downtown and the New Newark Foundation mixed-use project centered on the former Hahne's department store building; and
- (5) the revitalization of the Passaic Riverfront and development of the Joseph G. Minish Park.

6.3 THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State's most recent version of the State Development and Redevelopment Plan (SDRP) is the draft final plan, published in October 2000, and currently undergoing cross-acceptance. The Plan is divided into several sections, including: an overview of the state planning act; key concepts, state planning goals, statewide policies, the state plan policy map and the role of the SDRP. As indicated in the document, the SDRP is not a regulation but a policy guide. For local municipalities, master plans should be modified to reflect policies of the State Plan. The SDRP is also important when the State makes infrastructural and other investment decisions, i.e., in determining where available State funds should be expended.

In the SDRP Newark is identified as an "Urban Center," the largest of five types of centers identified in the SDRP. In the SDRP, centers are the State preferred vehicle for accommodating growth because they prevent sprawl, provide opportunities for compact growth with savings in cost and land, because their development form is designed to accommodate diversity and is more flexible than single use, single purpose sprawl, and can change and respond to changing conditions and markets. According to the SDRP, centers promote community, protect the environment, provide enhanced cultural and aesthetic experiences and offer residents a special quality of life.

The SDRP policies for centers which have land use implications are listed below, followed by an indication of how the Land Use Plan is consistent with each policy.

(1) Design cores (i.e., the downtown) should be commercial, cultural, and civic heart of the center, with multi-story and multi-use buildings, shared parking, higher intensities, and a high proportion of internal trips by foot or transit. Activities which promote pedestrian traffic such as restaurants, retail and services should be encouraged.

The Land Use Plan designation for C-D Downtown commercial makes provision for all the types of built form and types of activity indicated in the policy above.

(2) Neighborhoods should be designed with a distinct identity as a fundamental building block of centers with shopping, transit stops, schools or parks at their center, and accessible by walking distance from the neighborhood's residential areas.

Neighborhood-level planning efforts will be necessary to supplement and to provide more detailed land use recommendations for creating shopping, parks, schools and other community facilities at their center. The Future Land Use Plan for Newark is disaggregated into the recognized, historic neighborhoods with the City as a platform upon which the neighborhood level planning effort can occur.

(3) Streets and blocks should be designed to maximize connectivity, to establish a comfortable pedestrian environment, to function as high-quality public spaces, as well as means of circulation, to maximize the sense of closure by using continuity of building walls, and appropriate building height to street width ratios, and reflect adjacent land use conditions.

The Future Land Use Plan for Newark is predicated on using the existing grid street and block pattern, not only because it is the most cost-efficient means of redeveloping and repopulating the City, but because it offers all of the advantages indicated above, i.e., connectivity, public space, security, access and building continuity.

(4) Provide at least one public space, centrally located, easily accessible and well designed that create a focal point for the community along with a variety of other smaller public spaces in the neighborhoods.

The land use designations create opportunities in the downtown as well as on the waterfront for additional public places to be provided in Newark. Future neighborhood planning efforts in the City should do the same within each neighborhood.

(5) Encourage neighborhoods that integrate both large and small buildings and facilities to achieve a seamless integration of larger facilities in neighborhoods.

The Future Land Use Plan designations make provision for and allow larger facilities—schools, community facilities, houses of worship, parks, recreation centers—to be provided in all residential land use designations. In addition, it provides neighborhood or community or regional commercial land use designations in all neighborhoods so that shopping facilities can be integrated into neighborhoods.

(6) Orient buildings to face streets and public spaces and avoid blank walls, particularly if visible from the public realm.

The Future Land Use designations, particularly in the C-D Downtown commercial, encourages pedestrian street level activity by requiring retail or other uses to be provided at the street level, thereby avoiding blank walls.

The City of Newark also falls within Planning Area 1, the "Metropolitan Planning Area," under the SDRP, which is the most urban of the State's 5 planning area classifications. The land use policy objectives of Metropolitan Planning Areas are to:

(1) Promote redevelopment and development in Cores (i.e., downtowns) and neighborhoods through cooperative regional efforts.

Newark is encouraging such development and redevelopment and in many instances is working with regional and state agencies and neighboring communities to further redevelopment.

(2) Promote diversification of land use, including housing where appropriate, in single use developments, and enhance their linkages to the rest of the community.

Newark's Future Land Use Plan includes a great variety of housing types permitted in most of the residential land use designations. It also has a number of special purpose land use designations to maintain and foster mixed uses (residential, commercial, industrial) in areas currently displaying such characteristics, or where a mix would be appropriate—the S-M, S-GEM and S-W designations. It also encourages housing in a number of commercial land use designations (Neighborhood, Community and Regional commercial) as well as in the central business district (i.e., the C-D Downtown commercial land use designation).

(3) Ensure efficient and beneficial utilization of scarce land resources to strengthen its diversification and compact nature.

The emphasis on moderate and higher density infill development, especially in housing but also other land use types (e.g., waterfront uses), will continue to provide opportunities for diversified, compact development.

8.4 RELATIONSHIP TO THE ESSEX COUNTY MASTER PLAN

The Essex County Comprehensive Master Plan calls for the City of Newark to "remain a dense center of activity" for banking, marketing, manufacturing and commercial activities. The Plan also calls for new industrial development to occur in the Newark Meadows; i.e. the land east of US Highway Route 1 & 9 and north of Raymond Boulevard. With regard to housing, the plan calls for infill development, and the improvement of substandard dwelling units. The plan also recommends that adequate open space be provided around housing.

In all these respects, the Future Land Use Plan for the City of Newark is consistent with the Essex County Comprehensive Master Plan.

8.5 RELATIONSHIP TO THE COUNTY'S SOLID WASTE PLAN

The use and operation of the Essex County Resource Recovery Facility by Newark is consistent with the County's Solid Waste Management Plan.

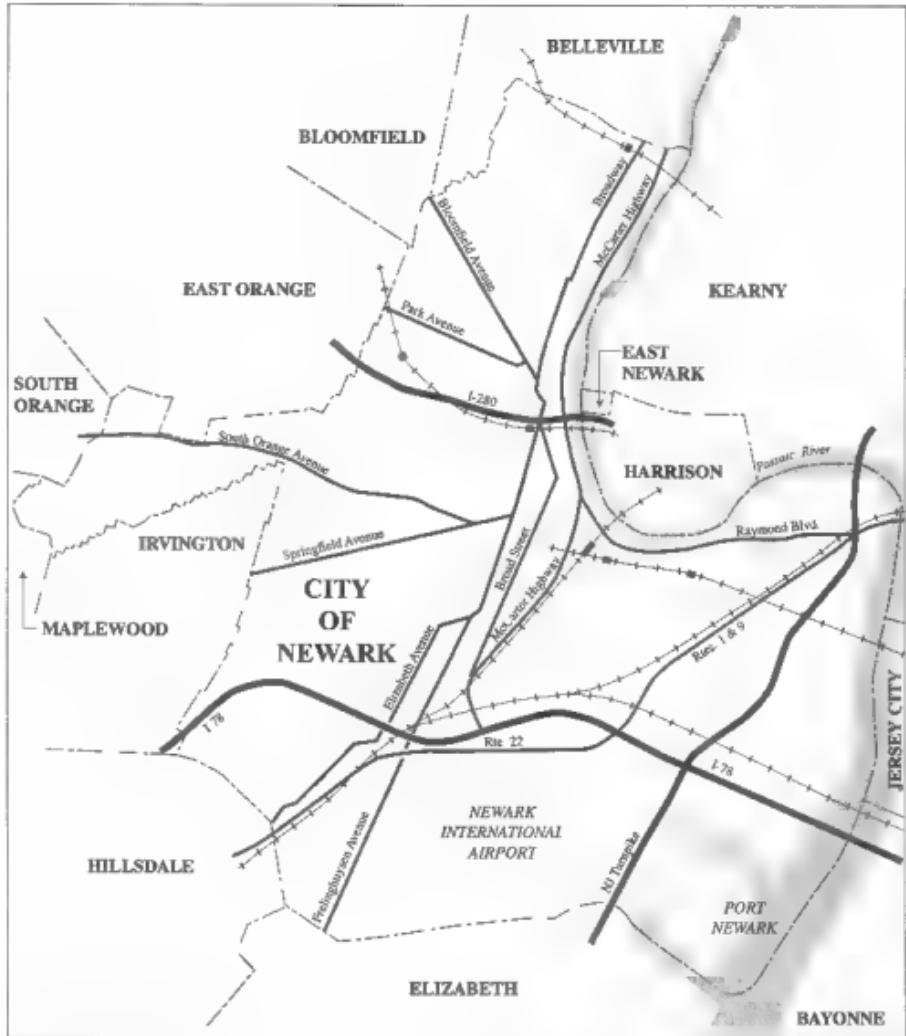
3.6 RELATIONSHIP TO MASTER PLANS OF CONTIGUOUS MUNICIPALITIES

The City of Newark is contiguous to 13 municipalities: The Cities of Bayonne and Jersey City, the Township of Harrison, the Town of Kearny, and the Borough of East Newark in Hudson County; the Townships of Belleville, Bloomfield, Irvington, Maplewood and South Orange Village and the City of East Orange in Essex County; and the City of Elizabeth and the Township of Hillside in Union County (see Map 43).

6.6.1 City of Elizabeth

The City of Elizabeth's Land Use Plan does not designate specific land uses in a comprehensive manner. The most current Zoning Map was therefore used for this analysis.

Starting at the Elizabeth Channel westward to the New Jersey Turnpike, the zoning designation is Heavy Industrial (M-3), which recognizes the presence of the Elizabeth Port Authority Marine Terminal. Given the presence of Port Newark, which is essentially equivalent to the Port Authority Marine Terminal, Elizabeth's designation is compatible to the I-M Heavy Industrial designation in the Newark Master Plan. From the Turnpike west to State Highway Routes 1 & 9, which encompasses Newark International Airport, the City of Elizabeth's zoning designation is Medium Industrial (M-2); on the Newark side it is designated I-M. Like Port Newark, the Airport also straddles the two cities, and therefore Elizabeth's designation is compatible with the I-M designation in the Newark Land Use Plan. Between Routes 1 & 9 and Neck Lane, the Elizabeth zoning designation is C-3A, a variation of the Central commercial designation in Newark in that allows professional offices, major entertainment and major retail uses. In Newark the designation is I-L, Light industrial. From Neck Lane to Floral Avenue, the designation is multi-family residential (R-3). From Floral Avenue to the Conrail track bed, the zoning designation is Special Commercial (C-4), which allows retail, auto related uses, and wholesalers. On the Newark side the designation is I-L, for a narrow portion, and then R-MD—Medium density single- and two-family residential, which is compatible with Elizabeth's zoning. Light Industrial (M-1) is the Elizabeth zoning designation for the rail track bed to Newark Avenue (which turns into Frelinghuysen Avenue in Newark). Newark's land use designation opposite this is also light industrial (I-L). From Newark Avenue to the frontage lots on the west side of Sherman Avenue (Ludlow Street in Newark), the zoning designation is Community Commercial (C-2). In Newark the designation is R-HM—Mid-rise multifamily. Immediately west of the C-2 designation, to Dayton Street, is a Multifamily Residential zone. On the Newark side the designation is R-HD—High-rise multifamily residential. From Dayton Street to the Hillside border, the designation is Two-Family Residential (R-2). On the



Map 43: Municipalities Contiguous to the City of Newark

City of Newark
Essex County, New Jersey



Newark side the designation is S-C Cemetery, since the Evergreen Cemetery is located both in Newark and Elizabeth. In general, the Future Land Use Plan designations of Newark are compatible with the zoning designations of the City of Elizabeth.

6.6.2 Township of Hillside

The Township of Hillside borders the City of Newark from the Evergreen Cemetery on the east to Fabyan Place on the west. From the Elizabeth City border to Ridgeway Avenue, the Hillside Township land use designation is Parks and Playground. From Ridgeway Avenue to the west side of Elizabeth Avenue, the designation is Commercial. On the Newark side the designation is S-C Cemetery and S-P Parks, since Evergreen Cemetery and Weequahic Park are in this location. Low Density Residential is the designation from Elizabeth Avenue to Maple Avenue in Hillside. In Newark the designation is R-LD, low-density residential. On both sides of Elizabeth Avenue in the Township of Hillside, the designation is Commercial. Low Density Residential is again the designation from just west of Maple Avenue to Fabyan Place. On the Newark side the designation is R-MD Medium density residential. The Future Land Use Plan of Newark is compatible with that of the Township of Hillside.

6.6.3 Township of Irvington

The Township of Irvington borders Newark to the west, from the Union County border to South Orange Avenue, and to the south, from South Orange Avenue to the Maplewood Township border. Beginning at the southeast border to Clinton Avenue, the Irvington's Master Plan designation is Heavy Manufacturing. The Newark Land Use Plan designation is mostly I-H Heavy industry; a lesser portion is I-L Light industry, with small areas designated for commercial use (C-SC and C-C) and one area just below Clinton Avenue is designated R-MD Medium density residential. The north side of Clinton Avenue is designated Neighborhood Commercial. In Newark the designation is C-C Community commercial. From the first lots in from Clinton to the first lots south of Avon Avenue, the designation in Irvington is Low to Moderate Density Residential. In Newark the designation is also residential (R-MD). From Avon Avenue to the north side of Springfield, the designation is Neighborhood Commercial. In Newark the designation is C-R Regional commercial. Low to Moderate Density Residential is the designation in the Township of Irvington master plan from the north side of Springfield Avenue to 18th Avenue. From the north side of 18th Avenue to the 16th Avenue Department of Public Works Garage on 16th Avenue, the master plan designation is Moderate Density Residential. The Public Works Garage is designated Public/Semi-Public. The north side of 16th Avenue is designated Neigh-

borhood Commercial. Northward to 14th Avenue, the designation is Moderate Density Residential. On the Newark side, from Springfield Avenue to 16th Avenue, the designation is residential (R-MD). The block northeast of the 14th Avenue/21st Street intersection is designated Public/Semi-Public to reflect the presence of the Hebrew Cemetery. Along this entire length adjacent to the Township of Irvington, the Newark designation is R-MD Medium density residential. From 21st Street to the west side of Grove Street and Dassining Avenue, the Master Plan designation is Neighborhood Commercial. In Newark the designation is R-MD Medium density residential. From there to Speedway Avenue, the Master Plan designation is Moderate Density Residential. Newark has the same designation—R-MD. The Garden State Parkway and its rights-of-way are designated Public/Semi-Public. In Newark the designation is S-P Park and S-C Cemetery. From the west side of the Parkway to Myrtle Avenue (Devine Street in Newark), the designation is Low to Moderate Density Residential. The Newark designation is R-MD. Public/Semi-Public is the designation between the west side of Myrtle Avenue and the lot just south of Vailsburg Terrace. In Newark the designation is S-P Park. From there to the north side of 18th Avenue, the Master Plan designation is Low to Moderate Density Residential in Irvington and R-MD in Newark. Both sides of 18th Avenue are designated Neighborhood Commercial in Irvington and C-C Community commercial in Newark. From the south side of 18th Avenue to the east side of Carolina Avenue and the north side of University Place, the designation is Low to Moderate Density Residential. From the west side of Carolina Avenue to the Elizabeth River, the designation is Low Density Residential. Moderate Density Residential is the designation from the Elizabeth River to the northeast corner of the Allen Street/Hillside Terrace intersection. On the Newark side the designations in this area are R-MD and R-LD. From this intersection to the Newark border at Florence Avenue (Kerrigan Boulevard in Newark), the designation in Irvington is Low Density Residential. In Newark, excepting for both sides of Sandford Avenue, which is designated C-C Community commercial, the designation is also low-density residential (R-LD). In general, the Future Land Use Plan designations are consistent with those of the Township of Irvington.

6.6.4 Township of Maplewood

Starting at the westernmost border, from west of Essex Avenue to Garfield Avenue, the Maplewood Township Master Plan designates the area as two family residential (R-2-4), where the minimum size for two-family homes (or single-family homes on zero lot lines) is 5,000 square feet. From the mid-block of Irvington Avenue east of Hudson Avenue to west of Boyden Avenue, the master plan designation is single family residential on 5,000 square foot lots (R-1-5). On the Newark side this whole area is designated C-SC Shopping center commercial, since the entire frontage of Irvington Avenue is taken up by a shopping center. From the R-1-5 border on Irvington Avenue to just east of Elsmar

Terrace, the master plan designation is again R-2-4. Garden Apartments (RGA) is the designation from the eastern edge of R-2-4 to a point shortly after Irvington Avenue turns south. The rest of Maplewood's land adjacent to Newark is designated business (B), and is zoned for neighborhood business (NB). On the Newark side this entire area is designated R-2-D Low-density residential and R-HD, which permits one- to three-family and attached townhouse residential.

6.6.5 Township of South Orange Village

Starting at the southern border and moving northward, from Irvington Avenue to the properties fronting the northern side of Wilden Place (Mt. Vernon Place in Newark), the South Orange Village master plan designates this area for single family residential. On the Newark side part of it is designated C-SC for the shopping center which exists on Irvington Avenue, northwards the designation is R-HM Mid-rise residential. Moving northward to just behind the lots fronting Varsity Road the land use designation in the South Orange master plan is University, to reflect the presence of Seton Hall University. In Newark, the designation is S-P for Ivy Hill Park and then R-LD Low-density residential. Moving east behind the properties fronting the south side of Varsity Road, then northward (i.e., the East Orange border) to Finlay Place, the land use designation in both South Orange and Newark is single family residential, except on the Newark side, the frontages on South Orange Avenue are C-C Community commercial.

6.6.6 City of East Orange

The City of Newark shares a border with the City of East Orange from just north of Rutledge Road south and westward to Finlay Place. The Master Plan does not give a clear description of proposed land uses in the city, therefore the Zoning Ordinance is used as a basis of comparison. Starting clockwise from the northernmost boundary, from Rutledge Road to Third Avenue the East Orange Zoning Ordinance designates the area R-2 (for two- and three-family residences). On the Newark side the designation is R-MD—essentially permitting the same uses. From Third Avenue to the north side of Park Avenue, the zoning designation in East Orange is IND (Industrial). The designation in Newark is R-HD High-density residential. R-3 (Intermediate Volume Residence) is the East Orange designation along the first two lots south of Park Avenue. The designation allows multi-family dwellings up to 10 units and certain types of garden apartments, as well as detached residential uses. From the R-3 zone to Seventh Avenue, the Zoning designation is R-2. From Seventh Avenue to Interstate 280, the Zoning designation is IND. On the Newark side opposite all of these zones, the Land Use Plan designation is still R-HD. C-1 (Neighborhood Business) is designated for the area.

between I-280 and Sussex Avenue. The Future Land Use Plan's designation is C-C Community commercial. From Sussex Avenue to Ninth Avenue, the East Orange zoning designation is R-3. The Zoning designation is R-2 from Ninth Avenue to just before Central Avenue. On the Newark side opposite the R-2 and R-3 zones is an I-M Medium industrial designation. For one lot at the corner of Central Avenue and South 7th Street, the Zoning Designation in East Orange is Large Volume Residence and Office. The Newark designation is C-C Community commercial. The portion of the East Orange border that crosses Fairmount Cemetery, from Central to 11th Avenue, is designated INST-1 (Institutional). In Newark the designation is S-C Cemetery. Between South 11th Street to, and including, a portion of the Jewish Cemetery, the zoning designation in East Orange is R-2. In Newark the designation is R-MD. From the Jewish Cemetery to the Garden State Parkway the Zoning designation is INST-1. In Newark the designation is S-C Cemetery. From the Garden State Parkway to Martens Avenue, the East Orange zoning designation is R-1, which allows only single-family residences. From Martens Avenue to west of North Munn Avenue, the Zoning designation is R-4, Large Volume Residence, which allows high-use multi-family structures as well as less intense residential uses. From east of Chelsea Avenue to Oak Street, the Zoning designation is R-1. On the Newark side, this entire area is designated R-MD. Southward along Oak Street and the eastern half of the block bounded by Grand Avenue, Mountainview Avenue, South Orange Avenue and Ardsale Terrace, the zoning designation in East Orange is R-2. In Newark the designation remains R-MD. Along South Orange Avenue, from west of West End Avenue to west of Stuyvesant Avenue, the designation is C-1. In Newark, it's C-C Community commercial. From the first lot fronting the eastern half of Norwood Street to the last block of Abbotsford Avenue, the East Orange designation is R-2. Along the last three lots of Abbotsford Avenue, and to the westernmost boundary with the City of Newark, the designation is Inst-1. On the Newark side the entire area is designated R-MD Medium density residential.

6.6.7 Township of Bloomfield

Starting northward from the Bloomfield Town border, at 13th Street between Second and First avenues, and moving northward to Abington Avenue, the Bloomfield master plan designates this area for low-density residential. The designation in Newark adjacent to this is R-MD Medium-density one- and two-family residential. From Abington Avenue to Bloomfield Avenue, the Bloomfield master plan designation is medium density residential. However, this area is zoned for two-family housing with minimum 40-foot frontage. In Newark, this contiguous area is designated as R-MD and R-HD residential Neighborhood business district is the designation for Bloomfield Avenue in the Bloomfield master plan. In the contiguous area of Newark, the land use designation is C-C Community commer-

cial. The land use designations in Newark's Future Land Use Plan are compatible with those of Bloomfield.

6.6.8 Township of Belleville

Starting at the Belleville Town Border at the Passaic River, and moving westward to the New Jersey Transit rail line, the Belleville master plan designation is Industrial. The contiguous area in Newark is also designated for Industrial use—I-M. From the rail line to Washington Avenue (Broadway in Newark), the designation is Highway Commercial. The adjacent area in Newark is designated C-R Regional commercial. From Washington Avenue along the length of the Second River to the Morris Canal, the Belleville master plan designation is Low Density Single Family Residential, though in fact some of the land is an extension of Branch Brook Park. In Newark the designation is either R-MD residential or S-P Park and open space use. The tip of an area designated by Belleville for Planned Office Research Park abuts Newark between Franklin Avenue and the Morris Canal. From the south side of the Morris Canal to just behind the lots fronting Franklin Street, the Belleville Master Plan designation is multi-family residential (12 dwelling units to the acre). On the Newark side it is designated O-P Park and R-LM Low-rise multifamily. Neighborhood Retail is designated along Franklin Street, and Two Family Residential (12 dwelling units to the acre) is designated from the second lot along North Seventh Street to the south side of Brook Street. On the Newark side the area is designated C-R Regional commercial. From the north side of Delavan Terrace to the Newark border, the land use designation is for Multi-Family Residential. However, the Zoning Ordinance designates the area from Jeraldo Street to the first lot on Heckel Street as multi-family residential, and Bloomfield Avenue as General Business. The adjacent area in Newark is designated R-MD residential. The land use designations of Newark's Future Land Use Plan are consistent with those of the master plan of the Township of Belleville.

6.6.9 Town of Kearny

Kearny shares the Passaic River as a border with the City of Newark from Bayard Avenue (in Kearny) to the Borough of East Newark. This corresponds roughly in Newark from Belleville Township's border to Gouverneur Street. Kearny's border with Newark begins again at the Kearny's eastern border with Harrison (the equivalent of Lockwood street in Newark) and continues eastward and southward to the fork between the Passaic and Hackensack Rivers, which in Newark is a point between Roanoke Avenue and Wilson Avenue.

From Bayard Avenue to Bergen Avenue, the Kearny Master Plan's land use designation is parks to reflect the presence of River Front Park that extends to a part opposite the Mount Pleasant Cemetery in Newark. On the Newark side this area is designated S-W Waterfront uses. From Bergen Avenue in Kearny to the first lot north of Marshall Street, the land use designation is commercial. The zoning designation for this area is general commercial (C-4). From the first lot north of Marshal Street to East Newark border, the land use designation is manufacturing. On the Newark side the designation is S-W Waterfront uses.

6.6.10 Borough of East Newark

The Borough of East Newark is across the Passaic River from the City of Newark. The portions of East Newark contiguous to the City of Newark correspond roughly in Newark to Gouverneur Street at the northernmost end to Interstate 280 at the southernmost end. In East Newark, beginning at the railroad right of way and leading halfway to Central Avenue, the land use designation is General Business/Commercial. To the southern end of East Newark, the land use designation is Industrial. On the Newark side the Future Land Use Plan designation is S-W Waterfront uses.

6.6.11 Township of Harrison

Harrison Township lies across the Passaic River from Newark. The Township borders Newark from the Conrail railroad tracks to the Township's eastern border (the equivalent of Catherine Street in Newark).

The Township of Harrison designates the district from the Conrail Tracks to just south of Cleveland Avenue for Public/Quasi-Public uses. Neighborhood Commercial is the designation from this point to the north side of Harrison Avenue. From Harrison Avenue to the properties immediately surrounding the NJ Transit/Northeast Corridor rail line, and again to the end of Monmouth Street, this area is designated a Waterfront Redevelopment Area.

The Waterfront Redevelopment Area plan designates the waterfront border from Harrison Avenue to Frank E Rodgers Boulevard for Public Access/Open Space improvements. From Frank E Rodgers Boulevard to the equivalent of Sixth Street, the Redevelopment Plan envisions a Movie Production Studio. From the equivalent of Sixth Street to the zone's border at the equivalent of Monmouth Street, the plan envisions Economic Development. The entire Passaic River waterfront on the Newark side opposite Harrison is designated S-W Waterfront uses.

6.6.12 City of Jersey City

Jersey City shares a border with Newark along Newark Bay from a point midway between Wilson Avenue and Delancy Street to the Interstate 78 Extension of the New Jersey Turnpike. In Jersey City, this area is equivalent to the span between Culver Street and Briarwood Road.

From the equivalent of Culver Street to Kellogg Street, the land use designation in the City of Jersey City Master Plan is industrial. From Kellogg Street to the equivalent of Briarwood Road, the designation is Public Park/Cemetery. On the Newark side this area is designated I-H Heavy industrial.

6.6.13 City of Bayonne

Newark borders the City of Bayonne from a point midway between Delancy Street and the Interstate 78 Extension of the New Jersey Turnpike to the Union County border. In Bayonne, this is equivalent to a span from the City's northern edge at the Jersey City border to approximately 27th Street. The two cities are separated by Newark Bay.

In Bayonne, from the Jersey City border to the Conrail tracks, the land use designation is Community Commercial. From the Conrail tracks to 48th Street, the land use designation is High-Rise Residential and Quasi-Public. From 48th Street to 25th Street, along the shore, the designation is Public. In this Public area is Hudson County Park, Veterans Memorial Stadium, and the Bayonne Board of Education. On the Newark side this entire area is designated I-H Heavy industrial.

Appendix A: Redevelopment Areas

RA Number	Date	Block(s)	Lot(s)	Name	Address/Description	Master Plan Designations	Permitted uses
1	01/04/1978	245	all	New Community Development Area		R-8	Housing - medium
2	03/27/1979	419B	1,2	South Orange Avenue Community Development Area		R-8	Housing; retail centers
3	12/20/1988	32,33,34,40,41,43,4	all	James Street Commerce Project Area		Nic	Residential; retail
4		4,46					
5	02/03/1982	475,476,477	all	St. Lucy's Area Phase II		I-1	Retail, wholesale, office, manufacturing, warehouse
6	07/07/1982	2881	all	Borden's Area		R-8	Residential & townhouse
7	07/07/1982	2888	9	Borden's Area		R-4	Apartments
8	10/20/1982	2889	39	Alyes Street Area		R-8	Residential - mid-rise
9	10/20/1982	2881	8	Alyes Street Area		R-8	Residential - mid-rise
10	10/20/1982	2884	1,17	Alyes Street Area		R-8	Residential - mid-rise
11	06/18/1983	8888	79	U.S. 158 Commercial/Industrial Plaza Area		I-1	Commercial / Industrial
12	05/06/1984	991	1,32,38	Other Street Redevelopment Area		R-4	Medium density
13	05/08/1984	992	1,32,37	Other Street Redevelopment Area		R-4	Low-vac
14	01/15/1986	2888	all	"Rezoning ordinance"	Jaffé, Pezzino, McDonald and Clinton Aves.	R-8	n/a
15	05/28/1987	788		1-4,44,43,41,39,37,38		S-8	Mixed-use
16	08/09/1987	873	48,39	Redevelopment Plan for 87-88 Waterman Avenue and 11-13 Nursery Street	87-88 Waterman Ave and 11-13 Nursery St	R-8	Incomplete Plan
17	08/16/1987	779	1-6,42,58	Halleck Street Study Area Redevelopment Plan		R-8	Single- to Multi-family
18	10/07/1987	448	18	Redevelopment Plan for 11-15 Clinton Street	11-18 Clinton St	R-8	Commercial, retail
19	10/07/1987	187	18,14,18	Redevelopment Plan for 224-236 Liberty Street	224-236 Liberty St	R-8	Commercial, office, mid-vac, residential
20	10/07/1987	384	17,27,28,31,23,36	Redevelopment Plan for 2-34 Kearny Street	2-34 Kearny St	Changes to R-8	High-rise residential
21	10/07/1987	384	1	Redevelopment Plan for 224-236 McWhorter Street	224-236 McWhorter St	R-8	Residential, high density
22	04/08/1988	8888	78	Redevelopment Plan for 158 Commercial/Industrial Plaza		I-1	Commercial
23	07/13/1988	138	1	Belenwood - Salem Hall Redevelopment Plan		R-8	Business, office
24	07/13/1988	138	1	Belenwood - Belon Hall Redevelopment Plan		R-8	Business, office
25	11/14/1988	408-409	all	First Amendment to the University Heights Redevelopment Plan		R-4	Residential
26	11/14/1988	387-389	all	First Amendment to the University Heights Redevelopment Plan		R-4	Some retail

20	03/19/1980	2600	ab	Redevelopment Plan for Waverly Yards Development	b-1	Commercial / Industrial
21	08/15/1980	267, 268	ab	Springfield Avenue Redevelopment Plan	b-4	Movie Theater
22	04/05/1980	2805, 2808, 2819	ab	Victory Gardens Section "A" Redevelopment Plan	b-8	Low & moderate income residential, 1-2 family + townhouse
23	04/19/1980	-688	2	Redevelopment Plan for City Tax Block 689, Lot 2	b-8	Residential
24	08/26/1980	-491	8,10,13- 21,23,24,76,77,78,84 -88	8th Prospect Avenue Redevelopment Plan (Anheuserus Office Building)	b-8	Institutional, houses of worship
25	12/05/1980	2604	28, 30	Shenley/Citron Area Development Plan	b-2	Residential, commercial
26	06/08/1980	109	39	Redevelopment Plan and Relocation for City Dock Street	b-6	Waterfront parking
27	08/26/1980	2605	39	Huntington/Shepard Redevelopment Plan	b-3	4-story apartments
28	08/20/1980	2651	46, 47	Citron Avenue and South 15th Street Redevelopment Plan 753-789 Citron Avenue, a.s.o. b-2 893-903 South 15th St	b-2	Any B-2 use
29	07/15/1980	2606	78,91-78,98	Annotated Redevelopment Plan for I & B Commercial/Industrial Plaza	b-1	Commercial, hotel, office, retail, warehouse
30	11/19/1980	1601	13-14, 68, 85, 88, 94	Littleton/South 8th Street Redevelopment Plan	123-127 Littleton Ave and 132- R-3 148-150 South 8th Street	Neighborhood cluster (residential)
31	05/23/1981			Redevelopment Plan for an Area Generally Bounded by the Passaic River on the North; Marcus Avenue on the East and Newark Bay on the East; the Lehigh Valley Railroad Line on the same I-2, xR-6 and Port Street on the South; the Passaic Branch of the New York Bay Railroad on the West	Mostly I-3, some I-2, xR-6 public housing	Manufacturing, office, storage, transportation, hotels/onto
32	04/29/1982	2608	25, 26, 28	Hoover/Hill Redevelopment Area	b-3 121-127/128-135 Court St, and 2-14/15-18 College Place	Multifamily
33	08/09/1982			Redevelopment Plan for an Area Generally Bounded by the Passaic River; Raymond Pass Street and Alling Street; Edison Place and Lafayette Street; Broad Street, Mulberry Street, Beaver Street, Commerce Court and Pine Street; Park Place, Cherry Street, and the Northway Use of Lot 12 in City Block 139	B-2, B-3, B-4, B-5, B-6, B-7, B-8, B-9, B-10, B-11, B-12, B-13, B-14, B-15, B-16, B-17, B-18, B-19, B-20, B-21, B-22, B-23, B-24, B-25, B-26, B-27, B-28, B-29, B-30, B-31, B-32, B-33, B-34, B-35, B-36, B-37, B-38, B-39, B-40, B-41, B-42, B-43, B-44, B-45, B-46, B-47, B-48, B-49, B-50, B-51, B-52, B-53, B-54, B-55, B-56, B-57, B-58, B-59, B-60, B-61, B-62, B-63, B-64, B-65, B-66, B-67, B-68, B-69, B-70, B-71, B-72, B-73, B-74, B-75, B-76, B-77, B-78, B-79, B-80, B-81, B-82, B-83, B-84, B-85, B-86, B-87, B-88, B-89, B-90, B-91, B-92, B-93, B-94, B-95, B-96, B-97, B-98, B-99, B-100, B-101, B-102, B-103, B-104, B-105, B-106, B-107, B-108, B-109, B-110, B-111, B-112, B-113, B-114, B-115, B-116, B-117, B-118, B-119, B-120, B-121, B-122, B-123, B-124, B-125, B-126, B-127, B-128, B-129, B-130, B-131, B-132, B-133, B-134, B-135, B-136, B-137, B-138, B-139, B-140, B-141, B-142, B-143, B-144, B-145, B-146, B-147, B-148, B-149, B-150, B-151, B-152, B-153, B-154, B-155, B-156, B-157, B-158, B-159, B-160, B-161, B-162, B-163, B-164, B-165, B-166, B-167, B-168, B-169, B-170, B-171, B-172, B-173, B-174, B-175, B-176, B-177, B-178, B-179, B-180, B-181, B-182, B-183, B-184, B-185, B-186, B-187, B-188, B-189, B-190, B-191, B-192, B-193, B-194, B-195, B-196, B-197, B-198, B-199, B-200, B-201, B-202, B-203, B-204, B-205, B-206, B-207, B-208, B-209, B-210, B-211, B-212, B-213, B-214, B-215, B-216, B-217, B-218, B-219, B-220, B-221, B-222, B-223, B-224, B-225, B-226, B-227, B-228, B-229, B-230, B-231, B-232, B-233, B-234, B-235, B-236, B-237, B-238, B-239, B-240, B-241, B-242, B-243, B-244, B-245, B-246, B-247, B-248, B-249, B-250, B-251, B-252, B-253, B-254, B-255, B-256, B-257, 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14	08/19/1986			Urban Renewal Plan - Educational Center Redevelopment Project and a Cultural Center for B-4, B-6 New Jersey - Newark, New Jersey; A Redevelopment Plan for an Area Generally Bounded by the Passaic River; Rector Street and Park Place; Park Street; Cherry Street and the Southerly Line of City Blocks 120, 129 and of the Southerly Line of Lot 29 in City Block 136				Public, semi-public, commercial theater
15	08/09/1986	1986	19-42, 43, 44, 46, 47	Wangen/Reust Cultural Arts Redevelopment Plan	29-36 College Place, 24-75 Lincoln St. and 137-145 Court St.	B-4	1-4 years	
16	08/17/1986	1986	49-52, 72	NJ2-42-7C* Redevelopment Plan	211-219 FDR St	R-4		
17	08/17/1986	1986	55, 58	NJ2-42-7*	186-196 FDR St, a.k.a. 361- 357 Seventh Avenue West	R-3	Residential	
18	08/17/1986	1986	36	NJ2-42-7F*	318-320 Sixth Avenue West, a.k.a. 62-64 North 1st St	R-3	Residential	
19	08/17/1986	1986	36, 55, 58	NJ2-42-7E*	5-15 Ninth 12th St, a.k.a. 481- 467 Seventh Avenue West	R-3	Residential	
20	08/17/1986	1986	7, 8	NJ2-42-7F*	362-364 Sixth Avenue West, a.k.a. 58-64 North 12th St	R-3	Residential	
21	02/17/1983	1982	12, 13	NJ2-42-7P*	36-44 North 12th St	R-3	Residential	
22	02/17/1983	1986	46-51	NJ2-42-7D*	38-45 North 13th St	R-3	Residential	
23	02/17/1983	1983	29-36, 32, 34	NJ2-42-7F*	486-496 Seventh Avenue West, a.k.a. North 13th St	R-3	Residential	
24	10/20/1983	1987	98	Elizabeth & Rector Avenue Redevelopment Plan		R-4	Low to moderate income housing, medium density	
25	02/07/1986	1978	1-12, 14, 16, 17, 18, 29-36, 35-37	First Amendment of the South Ward Industrial Park Redevelopment Plan		I-2, R-4	New Industrial, housing	
26	02/07/1986	1987	1, 2, 6, 7, 8- 17, 19, 21-23, 28, 31-32, 40, 42, 46- 50, 54-58	First Amendment of the South Ward Industrial Park Redevelopment Plan		I-2, R-4	New Industrial, housing	
27	02/07/1986	1986	all	First Amendment of the South Ward Industrial Park Redevelopment Plan		I-2, R-4	New Industrial, housing	
28	02/07/1986	1986	all	First Amendment of the South Ward Industrial Park Redevelopment Plan		I-2, R-4	New Industrial, housing	
29	02/07/1986	1986	all	First Amendment of the South Ward Industrial Park Redevelopment Plan		I-2, R-4	New Industrial, housing	

40	02/07/1990	1990	10	First Amendment of the South Ward Industrial Park Redevelopment Plan	I-2, R-4	New industrial, housing	
41	05/09/1990	1990	10	Bergen/Hudson Redevelopment Plan	R-E	Detailed site-ready	
42	06/01/1990	2001, 2002	10	United States Postal Service Springfield Avenue Station Redevelopment Plan	347-361 15th Avenue, 263- 311 Hunterlee Blvd, 17-31 164 Avenue, and 272-320 Bergen St	R-E	Governmental (USPS)
43	05/21/1990	1994	1	Military Park - subsurface garage	268-311 9th Ave, 342-386 Springfield Ave, and 246-274 Bruce St	P-1	Subsurface Garage
44	06/01/1990	1997	10	Custer/Elizabeth Redevelopment Plan	814-798 Broad St & 1-107 Park Place	R-B	Low to moderate income housing
45	06/01/1990	2002	1, 3	Elizabeth/Mapes Redevelopment Plan	3-19 Custer Ave/78-468 Elizabeth Ave	R-B	Low to moderate income housing
46	06/10/1990	1990	11, 12	Thomas Street Redevelopment Plan	14A, 148-179 Thomas St	M-1	1, 2 family attached, light industrial
47	06/15/1990	1994	1, 12	Thomas Street Redevelopment Plan	14A, 148-178 Thomas St	M-1	1, 2 family attached, light industrial
48	08/18/1990	1990	10	Thomas Street Redevelopment Plan	14A, 148-170 Thomas St	M-1	1, 2 family attached, light industrial
49	07/06/1990	1990	10	Second Amendment to the Bergen Park Redevelopment Plan	83-129 Bergen Street	R-4	Shopping center
50	11/16/1990	1990	10	Raymond Boulevard Redevelopment Plan	1066-1132 Raymond Blvd, 813-823 McCarter Hwy, 71- 117 Commerce St, 80-92 Mulberry St	R-B	Commercial, anything in sub(B-1) & B-4
51	11/17/1990	1990	10	Raymond Boulevard Redevelopment Plan	1136-1186 Raymond Blvd, 79- 89 Mulberry St, 29-85 Commerce St	R-B	Commercial, anything in sub(B-1) & B-4
52	11/19/1990	1990	1, 3, 7, 9	Raymond Boulevard Redevelopment Plan	1172-1182 Raymond Blvd, 726-730 Broad St, 1-23 Commerce St	R-C	Commercial, anything in sub(B-1) & B-4
53	04/09/1990			South Ward Redevelopment Plan	South Ward		Various city-owned parcels located within 216 city tax blocks
54	11/20/1990	1990	10, 12	First Amendment to the Thomas Street Redevelopment Plan ("plan missing")	148-178 Thomas St	R-C	Residential

55	11/03/1999	1184	1, 11	First Amendment to the Thomas Street Redevelopment Plan	140-170 Thomas St	M-1	Residential
55	11/03/1999	1185	14	First Amendment to the Thomas Street Redevelopment Plan	140-170 Thomas St	M-1	Residential
56	01/05/2000			North Ward Redevelopment Plan	North Ward		Various city-owned parcels located within 99 city tax blocks;
57	03/01/2000	749	31	**plan missing**	263-269 Heller Parkway	B-5	Gas station
58	03/01/2000	5002	3, 5, 14, 15	Redevelopment Plan for Bayonne Barrel (**plan missing**)	140-166 Raymond Blvd	I-3	no plan
59	03/01/2000	897	all	Redevelopment Plan for Block 697		R-5	Gas station, convenience, I-2 family residential
60	03/01/2000	2865	26, 27	Orange Street Redevelopment Plan	337-339 Orange Street	I-1	No uses specified
61	11/01/2000			First Amendment to the North Ward Redevelopment Plan	North Ward		Various city-owned parcels located within 99 city tax blocks
62	11/13/2000			First Amendment to the South Ward Redevelopment Plan	South Ward		Various city-owned parcels located within 216 city tax blocks
63	12/21/2000	5773	15, 41, 43, 53	Frelighuyzen/McClellan Redevelopment Plan		I-1	Trucking, warehousing, storage
64	12/21/2000	1990	3, 4, 7, 8, 9, 35	Jackson/Downing Redevelopment Plan		B-3	Parking garage
65	12/21/2000	3661	3, 5, 9	Bergent/Lehigh Redevelopment Plan		B-2	Convenience, gas station
66	01/03/2001	236, 237, 238	all	Third Amendment to the University Heights Redevelopment Plan		B-4	Shopping center
67	01/03/2001	1825	1, 4, 5, 8	Central/Fairmount Redevelopment Plan		B-2	Retail
68	01/17/2001			Central Ward Redevelopment Plan	Central Ward		Various city-owned parcels throughout the Central Ward
69	03/08/2001			West Ward Redevelopment Plan	West Ward		Various city-owned parcels throughout the West Ward
70	06/08/2001			East Ward Redevelopment Plan	East Ward		Various city-owned parcels throughout the East Ward

APPENDIX B

Inventory of Public Parks, Open Space & Recreational Facilities (Alpha Listing)
City of Newark, New Jersey

Name	Address	Ward	Block(s)	Lot(s)	Acreage	Owner
Boylan Street Pool	910-922 South Orange Avenue	West	4063	6, 128	2.120	City
Boys Park	223-241 Sussex Avenue	Central	2847	1	1.389	City
Branch Brook Park	24-124 Clifton Avenue	Central/ North	245, 504, 690, 800	1,3/ 1/ 1/ 1, 2, 1,01, 5	310.000	County
Broad & Hill Street Park	915-933 Broad Street	East	93	29	0.659	NHA
Bruce Branch Park	420-422 Chancellor Avenue	South	3739	29, 30	0.149	City
Carlisle Park	92M-98M Clay Street	North	447.01	1	0.094	City
Chancellor Park	775M-781M Elizabeth Avenue	South	3683.01	1	0.098	City
City Hall Park	19 Green Street	East	873	1 (part)	0.312	City
Clinton Park	50-60 Lincoln Park	Central	120	1	0.421	City
Danielle Park	338-342 Springfield Avenue	Central	256	1	0.026	City
David L. Warner Playground	386-390 Hawthorne Avenue	South	3617	5, 7	0.182	City
Douglass Park	136-146 Spruce Street	Central	2556	61	2.220	City
Echo Lake Recreational Facility	West Milford, Watershed	-	14402	1 (part)	350.000	City
First Street Park	276-300 First Street	North	1911.01	48	1.285	City
Green Street Park	46-52 Liberty Street	East	870.01	42	0.021	City
Hank Aaron Field	56-84 Prince Street	Central	2503	1	1.870	City
Harrison Park	135-145 Spruce Street	Central	2563	75	2.370	City
Hayes Park East	25 Waydell Street	East	2399	2	4.470	City
Hayes Park West/R-32	179 Boyd Street	Central	2571	26	9.640	City
Heller Parkway Islands	112M-200M Heller Parkway	North	741.01/742.01/ 690.02	1/1/1/1/1	1.200	City
Hennesey Street Park	11-29 Hennesey Street	East	993	1, 7	0.437	City
Herpers Park	20-28 Girard Place	South	3043.01	1	0.045	City
Hiker Park	361-363 Clinton Avenue	South	2676	1	0.018	City
Homestead Park	74-96 Homestead Place	South	3044.01	34	0.531	City
Hunterdon Street Park	556-562 Hunterdon Street	South	2661	53,54,55,56	0.249	City
Independence Park	186-270 Adams Street	East	964	1	11.920	County
Ironbound LL Field	441-455 Chestnut Street	East	1128.01	59	10.790	City
Ironbound Recreation Center	46-132 Saint Charles Street	East	2052	1	10.790	City

APPENDIX B

Inventory of Public Parks, Open Space & Recreational Facilities (Alpha Listing)
City of Newark, New Jersey
(Continued)

Name	Address	Ward	Block(s)	Lot(s)	Acreage	Owner
Ivy Hill Park	149-253 Mount Vernon Place	West	4274.01	2	18.300	County
Jackson Park	2-18 Sherman Avenue	East	2816	1	0.337	City
Jesse Allen Park/R-6 Park	41-55 Avon Avenue	Central	2583/2591	44/42	8.115	City
J.F. Kennedy Recreation Center	211 West Kinney Street	Central	2524/2526	1/1	2.340	City
Kasberger Field	415-439 Fifth Street	North	1950	1	3.720	City
Liberty Park	450-470 Central Avenue	Central	1844	1	0.615	City
Lincoln Park	1035-1071 Broad Street	East	2827	1	4.210	City
Littleton Avenue	247 Littleton Avenue	Central	271	29	0.057	City
Lombardy Park	38-44 Lombardy Street	East	13	1	0.180	City
Mercer-Springfield	165 Springfield Avenue	Central	2500	1	0.053	NHA
Mildred Helms Park	46-48 Hedden Terrace	South	3024/3023	33,68,69,70, 71,73,99/15	3.690	City
Military Park	614-706 Broad Street	East	124	1	5.140	City
Minish Park (future)	938-948 McCarter Highway	East	1	60	0.575	City
Monsignor Doane Park	586-600 Broad Street	East	16	1	0.099	City
Mother Cabrini Park	379-395 Raymond Blvd.	East	180	45	0.244	City
Mount Prospect Park	341-351 Mt. Prospect Avenue	North	578	12	0.186	City
Mount Prospect Steps	Mt. Prospect Ave., to Woodside Place at Arlington Avenue	North	626	4	0.190	City
Pesheine Park	418-420 Clinton Avenue	South	2682	1	0.019	City
Peter Francisco Park	1-31 Ferry Street	East	181	45	0.439	City
Phillips Park	115-137 Elwood Avenue	North	734	1	0.537	City
Riverbank Park	706-784 Raymond Blvd.	East	2005/2027	1/1	11.150	County
Riverbank Park—Morris Canal	Btw. Raymond Blvd. and the Passaic River	East	2025/2026/ 2027/2028	1,2/1,7,19,22/ 2/1,2	5.115	City
Riverbank Park Recreation Facility	Raymond Blvd. & Brill Street	East	2473	2	2.672	County
Rotunda Pool	75 Clifton Avenue	North	472	30	0.679	City
Salvador Bontempo Mem. Park	368-378 Bloomfield Avenue	North	598	1	0.102	City
Schleifer Park	156-208 Milford Avenue	South	26989	1	1.020	City
South 11th Street	376 South 11th Street	West	1783	51	0.057	City
South 20th Street	738 South 20th Street	South	367	58	0.064	State

APPENDIX B

Inventory of Public Parks, Open Space & Recreational Facilities (Alpha Listing)
City of Newark, New Jersey
(Continued)

Name	Address	Ward	Block(s)	Lot(s)	Acreage	Owner
St. Francis Xavier Park	429-39 Bloomfield Avenue	North	593	18, 23 (part)	0.396	City
St. Peters Park	352-368 Lyons Avenue	South	3724	109	4.065	City
Sussex Park	155-165 Central Avenue	Central	2830	1	0.098	City
Terrell James Park	26-32 Johnson Avenue	South	2670,2673	21, 53	0.363	City
Thomas Silk Park	316-348 1st Street	Central	1932.01	41	0.594	City
Tichenor Park/Skulls Field	2-24 Tichenor Lane	East	903	1	1.120	NJDOT-
Vailsburg Park	684-736 South Orange	West	4020	1	29.000	County
Wallace Park	186-196 West Market	Central	420	1,03	0.130	City
Washington Park	501-551 Broad Street	East	23	1	3.14	City
Washington Plaza	423-425 7th Avenue West	West	1919.01	52	0.023	City
Waverly Park	466 Bergen Street	Central	2575.01	1	0.044	City
Weequahic Park	38-222 Meeker Avenue	East	3730/3730.01	1/3	318.000	County
West End Avenue Park	100-104 West End Avenue	West	4042.02	1	0.480	City
West Side Park	216-278 16th Avenue	Central	342	1	31.000	County
Weston Park	88-100 Hanford Street	East	3756	23	0.123	City

Summary

Ownership of Parks in Newark	Number
City	58
County	8
State DOT	1
Newark Housing Authority	2

Source: Newark Parks Department, 2001